EIGHTEENTH

ANNUAL REPORT

OF THE

Board of Directors

OF THE

Pennsylvania Rail Road Co.

TO THE

STOCKHOLDERS,

February 21st, 1865.

PHILADELPHIA:
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DIRECTORS

OF THE

Pennsylvania Rail Road Company,

FOR 1865—1866.

BY THE STOCKHOLDERS,

J. EDGAR THOMSON,
JOSIAH BACON,
JOHN HULME,
G. D. ROSENGARTEN,
WISTAR MORRIS,
G. W. CASS, Pittsburgh,
ALEX. NIMICK, Pittsburgh.
SAMUEL T. BODINE,
JOSEPH B. MYERS,
EDWARD C. KNIGHT.

BY THE CITY OF PHILADELPHIA,

JOHN DERBYSHIRE, JOHN RICE,
JOHN M. KENNEDY.

BY THE BOARD,

THOMAS A. SCOTT, HERMAN J. LOMBAERT.

PRESIDENT,

J. EDGAR THOMSON.

VICE-PRESIDENTS,

THOMAS A. SCOTT, HERMAN J. LOMBAERT.

TREASURER,

THOMAS T. FIRTH.

SECRETARY,

EDMUND SMITH.



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ANNUAL MEETING.

Philadelphia, February 21, 1865.

The Annual Meeting of the Stockholders of the Pennsylvania Rail Road Company, was held at 10 o'clock, A. M., at the Sansom Street Hall.

On motion of Mr. A. J. Derbyshire, the Hon. Alexander Henry, Mayor of the City, was called to the Chair, and Edmund Smith, appointed Secretary.

The Secretary read the Annual Report of the Board of Directors for the year 1864.

Mr. Lewis Elkin moved

"That the Report be accepted and published for the use of the Stockholders."

Col. Page offered the following amendment, to strike out all after the word Report, and insert the following:

"With the accompanying documents, be referred to a Committee of five Stockholders, to be appointed by the Chairman,

whose duty it shall be to examine the same and ascertain whether there are any errors or omissions in regard to the receipts and expenditures, and that such receipts and expenditures have been charged to and credited under the proper heads; and that the said Committee be further empowered to ascertain, and report the basis upon which the extra dividend of thirty per cent of stock was declared, and to report also upon the causes for issuing ten per cent. of additional stock. The said Committee to have full and ample power to inspect all books and papers, and examine the proper officers touching the same, and to report all the facts and circumstances to the Stockholders at a Special Meeting, which they are authorized to call for that purpose, if in the judgment of the Committee the same shall be necessary; the Board of Directors in the meanwhile to cause said report and documents to be printed for the information of the Stockholders."

The amendment was agreed to by a vote of ayes 33, noes 31.

The Chairman then announced that the question of the adoption of the resolution as amended was before the meeting.

A debate ensued, in which Messrs. Elkin, Roberts, Derbyshire, Miller, and others took part. A motion was made that the resolution as amended be laid on the table, but it was not agreed to. The ayes being 26 and the noes 43.

Mr. Hulme stated that the Board of Directors had no objection to any fair and legitimate examination of the accounts of the Company desired by the Stockholders, but they asked that such examination should be made by unprejudiced persons. He suggested that Col. Page should get some one else to offer the resolution, as he would under Parliamentary usage be the Chairman of the Committee should the resolution be adopted.

Col. Page said that if the resolution now before the meeting was adopted, he would request the Chairman to appoint another gentleman at the head of the Committee, and it had been his intention before coming to the meeting to decline serving upon the Committee in case one should be appointed.

The resolution as amended was then adopted, and the meeting adjourned.

ALEXANDER HENRY,
Chairman.

EDMUND SMITH,
Secretary.

EIGHTEENTH ANNUAL REPORT.

Office of the Pennsylvania Railroad Co.,
Philadelphia, February 18, 1865.

To the Stockholders of the
Pennsylvania Railroad Company.

The following condensed statements will exhibit the earnings and expenses connected with the operation of the Company's works during 1864:

Pennsylvania Railroad and branches.

EARNINGS.

From Passengers, 1st Class -	$3,239,990 77	
" Emigrants, - - -	94,904 37	
		$3,334,895 14
From United States Troops, - - -		511,773 88
" " " Mails, - - - -		76,830 16
" Expresses under Contract,	$75,900 00	
" Extra Express Freight, -	269,511 12	
		345,411 12
From General Freight, - - - - -		10,361,999 32
" Miscellaneous Sources, - - -		128,148 04
Total Earnings, - - -		$14,759,057 66

Expenses.

The cost of operating the line in 1864 was:

CONDUCTING TRANSPORTATION.

For Ordinary expenditures, -	$2,624,916 58	
" Erection of Passenger and Freight stations and extension of existing buildings, -	406,614 79	
		3,031,531 37

MOTIVE POWER.

For ordinary repairs and renewals, including 19 new engines, costing $331,845 83, charged to this account to meet depreciation, &c., also erection of Machine Shops at West Philadelphia, -	$2,536,666 79	
For additional Tools and Shop Machinery, chiefly outfit of Philadelphia and Erie Railroad, - - - - -	105,693 56	
For additional locomotives, purchased for Philadelphia and Erie Railroad, &c., - -	613,691 97	
		3,256,052 32

MAINTENANCE OF CARS.

For ordinary repairs and renewals, including erection of Car Shops at West Philadelphia,	$853,929 12	
For additional Freight cars, -	928,792 07	
" " Passenger cars, -	222,271 85	
		2,004,993 04
		$8,292,576 73

Amount brought forward, - -		$8,292,576 73
MAINTENANCE OF ROAD.		
For ordinary repairs of railway and renewals of structures, -	$2,057,547 85	
For additional second track and sidings, - - - - -	191,220 28	
		2,248,768 13
General expenses, - - - - - - -		152,599 33
Total expenditures connected with the business of the Pennsylvania Railroad, including additions to the facilities for transportation on its own road and that of the railroads it operates, - - - - - - - -		$10,693,944 19
RECAPITULATION.		
Gross earnings, - - - - - -		$14,759,057 66
Total ordinary expenses, -	$8,225,659 67	
" extraordinary expenses, -	2,468,284 52	
		10,693,944 19
Leaving balance, - - -		$4,065,113 47

The gross revenue of the line for 1864 is equal to $41,226 per mile of main line of road, (358 miles,) and exceed in the aggregate that of 1863, $2,867,644 71.

This increase is $1,059,358 36 upon Passengers and Emigrants; $1,231 96 upon United States Mails; $1,759,737 35 upon ordinary, and $82,282 30 on Express freights.

A decrease occurs in Miscellaneous receipts of $32,045 96, and in United States troops of $2,919 30.

The whole number of Passengers carried over the Road during the year was 2,366,213, and the average distance traveled by each passenger 62 miles.

The number of tons of freight moved, (including 179,497 tons of fuel and other materials transported for the Company) was 2,764,876, embracing 1,086,779 tons of coal.

The increase in the coal traffic is 183,580 tons, and the whole tonnage of the road exceeds that of last year 310,550 tons.

The ordinary expenditures for working and maintaining the Company's roads were $8,225,659 67, which is equal to $55\frac{7}{10}$ per cent. of its revenues, or $72\frac{4}{10}$ per cent., including all the expenditures made for work done on its own line and the outfit of the Philadelphia and Erie Railroad.

The earnings of the Company's Canals were:

From Susquehanna Division, - -	$253,787 57	
" Juniata Division, - - -	29,532 76	
" Western Division, - - -	12,174 72	
" Miscellaneous sources, - -	13,120 18	
Total earnings, - - - -		$308,615 23

Against $287,156 52 in 1863.

The cost of maintaining, enlarging and operating the Canals was:

For Susquehanna Division, - -	$153,794 93	
" Juniata Division, - - -	126,560 02	
" Western Division, - - -	30,200 37	
		310,555 32
Showing a loss on the Canals during 1864, of -		$1,940 09

The loss upon the Canals during the previous year was $75,217 80.

In consequence of the original faulty location and construction, and the neglect of these works by their original proprietor, they have not yielded results equal to our anticipation. It is believed, however, that they will become eventually a source of considerable net profit. The Company has expended upon their maintenance and improvement since they came into their possession, (seven years and five months,) $1,606,365 22, and received $1,701,811 34 in tolls for their use.

The low charges necessarily maintained for coal upon the railway of the Company have prevented the transfer of that

commodity—the only one of importance available for its support to any material extent—to its canal, except when shipped to points not reached by the road or its connections.

The earnings of the Philadelphia and Erie Railroad in 1864 were:

From Passengers, - - -	$479,822 44	
" Troops, - - - -	31,389 18	
" Freights, - - - -	545,037 45	
" Express matter, - -	16,345 16	
" Mails, - - - -	14,390 03	
" Miscellaneous sources, -	44,163 72	
Total earnings, - - - -		$1,131,147 98

The operating expenses during the same time were:

For Conducting transportation, -	$217,245 96	
" Motive power, - - -	234,698 75	
" Maintenance of way, - -	354,163 21	
" Maintenance of cars, - -	32,485 91	
" thirty per cent. due on lease to meet interest on bonds, taxes, &c., - - - -	335,708 95	
		1,174,302 78
Showing a loss in operating the line of -		$43,154 80

The line was not open for business until the 17th of October last, the beginning of the inclement season of the mountainous region it traverses, and then with an incomplete track, and insufficient sidings and shops to meet the wants of the transportation department; hence, its operations have been conducted at much extra cost, and have necessarily been confined to the accommodation of its local traffic. The result of the year's business is therefore no evidence of what may be expected hereafter from this great work. The whole line is still incomplete, and very

little of its superstructure is founded upon ballast so essential to the maintenance of the track in good condition under a heavy transportation.

The whole revenues of the Pennsylvania Railroad Company for its several lines are as follows:

From the Pennsylvania Railroad and Branches,	$14,759,057 66
" " Pennsylvania Canals, - - -	308,615 23
" " Philadelphia and Erie Railroad, -	1,131,147 98
Total, - - - - - - -	$16,198,820 87

Of the net profits of the Road for the year ($4,065,113 47) there has been applied to the payment of two semi-annual dividends of five per cent., $1,523,637 00; to dividends to Harrisburg and Lancaster Railroad Company and interest upon the Company's debt, $1,113,024 03; and to taxes upon dividends and coupons, $323,609 90; in all, $2,960,270 93. The remainder, $1,104,842 54, has been appropriated to the construction of other roads, to represent which the Company holds their bonds.

To afford time to make up the dividend books, the semi-annual dividends will be hereafter paid on the 30th days of May and November, instead of the 15th, as heretofore.

The surplus net profits of the Road mentioned in our last annual report as applicable to the railways, commenced under an expectation of receiving the financial aid of this Company, and considered necessary to the full development of its traffic, have equaled our anticipations; but the cost of these works, for reasons that are familiar to all, has largely exceeded the estimates then made. From an analysis of these expenditures, it appears that it *now* requires nearly three dollars to perform the office of one dollar in 1861. The rate of wages has not increased in this ratio, but it seems to be a general principle, that as the remuneration of labor is increased its character and product decreases. This state of things could be met by increased charges upon transportation during their continuance, as compensation for the depreciation of the currency, if the legal rates were not limited, but under existing circumstances, the stoppage

of all improvements that have not progressed to an extent that true economy requires their early completion, is the only remedy left. At the present prices for work, the prospective profits upon capital entering into the construction of new railways must be very large to induce such investments.

The cash capital required to carry on the operations of the Company, invested in materials for repairs of its road and machinery, and balances in the hands of Agents and Treasurer amounted at the close of the year to the large sum of $2,878,847 57, $1,072,638 99 more than at the same time the previous year, which is largely due to the enhanced cost of everything entering into the construction of railways and their equipment.

The estimates of the Philadelphia and Erie Railroad Company, for the expenditures on Construction account in 1864, for reasons already mentioned, have fallen much below the cost of the work undertaken, while the political condition of the country has prevented the sale of the Sterling Bonds received from that Company for these outlays upon satisfactory terms. All of the dollar Bonds purchased under the contract and lease of that road have been sold. Of the £600,000 Sterling Bonds purchased, £248,800 have been placed in the Sinking Fund in exchange for the Pittsburgh, Fort Wayne and Chicago Railway Company's Bonds, since sold, and £40,200 have been disposed of, leaving on hand and in London £311,000. These bonds have the guarantee of this Company, and in view of the unusually large basis upon which they are founded, constitute as safe an investment of capital as can be made.

The expenditures required upon the Philadelphia and Erie line to place it in a condition to accommodate a business sufficient to meet the expectations of the Company, are still very large. The advances for this work during the year, exclusive of rolling stock and shop machinery, have been—

For Construction Account, - - - -	$1,806,800 29
" Materials on hand for Construction and Repairs, - - - - - - - -	468,764 09
Total, - - -	$2,275,564 38

which is in excess of the securities purchased by this Company under its contract with the Philadelphia and Erie Railroad Company, $889,598 69, exclusive of material account ($468,764 09) a portion of which will be applied to working the road.

To cover these expenditures, which are increasing monthly, and complete its line, that Company is asking of the Legislature the privilege of increasing its mortgage indebtedness $3,000,000, all of which will be necessary for the completion of the requisite additional sidings, shops, wharves, passenger and freight stations, to meet the demands of its anticipated traffic.

Of the securities received from the Steubenville and Indiana Railroad Company, under its reorganization, for aid extended to that Company, and for advances made towards the completion of the line east of Steubenville, there remains in the hands of the Treasurer for sale $1,305,000. These Bonds are all first class securities, and will be disposed of as the market will absorb them to meet expenditures in 1865.

The investments made by this Company in the Stock and Bonds of the Pittsburgh, Fort Wayne and Chicago Railway Company to insure its completion, have all been sold except 1,200 shares of its Stock, and $200,000 of its Third Mortgage Bonds, at a considerable advance upon their cost. The interest of the Company in the Bedford Railroad and in the New Castle (Lawrence County) Railroad, received for aid extended towards the completion of these works, has also been disposed of upon satisfactory terms.

A shorter and an independent connection between the western terminus of the Pennsylvania Railroad and the metropolis of Ohio and its Capital has always been deemed to be of the highest importance to this Company. The several attempts to secure such a line have heretofore failed; on one route, from a misdirection of the means provided for the object, and on the other from absence of legislation across the tongue of land accidentally thrown into a State interested in promoting the success of rival roads. These political impediments have finally yielded to the independence of Western Virginia, but too late to avail ourselves

of the favorable condition of the labor market at the commencement of the existing war to enable the work to be pressed with vigor. Its construction has progressed steadily since the contracts have been recommenced, but at a largely increased cost upon the estimates heretofore submitted. The line will not be ready for use before the ensuing summer.

The delay in the progress of the work has also thrown its completion into a period when the negotiation of the securities applicable to it has become difficult, and the task of supplying the funds required to prevent the work from stopping has necessarily fallen upon this Company in addition to the heavy expenditures it had previously voluntarily assumed to secure so important a connection by extending its own road to the south side of the Monongahela river.

The financial condition of the Steubenville and Indiana Railroad Company, which was originally involved in embarrassment by a failure to complete the line between Pittsburgh and Steubenville, has been successfully reorganized, and its line extended from Newark to Columbus—(33 miles,) by the purchase upon reasonable terms of a one-half undivided interest in the Central Ohio Railroad and its property at and between those places, thus making the line complete between Steubenville and Columbus, and when the line across the State of West Virginia is opened, it will form a continuous railway operated under one control from the latter City to Pittsburgh—a distance of 196 miles. Of the securities received from the Steubenville and Indiana Railroad Company for assistance heretofore extended to that Company, and to effect its reorganization, there remains in the hands of the Treasurer for sale, $1,305,000 First Mortgage Bonds, of which $775,000 bear seven per cent. interest per annum.

The Western Pennsylvania and the other commutation roads, except the Pittsburgh and Steubenville, have been brought into productive use, and it is believed that they will all eventually pay interest upon the amounts contributed to their construction, which, for reasons given in our last report, has exceeded more than two-fold the requirements of the law under which the appropriation was directed.

The construction of the Connecting Railway, chartered to join the Pennsylvania Railway in West Philadelphia, with the Philadelphia and Trenton Road at Frankford—a distance of seven miles—has been commenced, and will be pushed to completion as rapidly as circumstances will permit. The right of way, one of the chief elements of its cost, has been mostly secured. This connection will bring the line from New York to Harrisburg and the West, via. Philadelphia, within twelve miles of the same distance as via. Allentown, and will doubtless return to this end of our road much of the travel which the delays and obstructions in passing through this City have driven to other channels.

It is impossible in the present condition of the currency and labor market to estimate with any precision what the demands upon the Treasury may be for completing the lines already in progress under our auspices. The cost in currency has already exceeded the estimates upon which they were undertaken. For the Philadelphia and Erie Road, there will be required during this year to place it in a condition to earn an interest upon its debt, not less than $1,250,000, in addition to $889,598 69 standing upon our books against that Company on the first of January last, after exhausting its First Mortgage Bonds. For the line between Pittsburgh and Steubenville, the sum of $800,000, and to extend the Pennsylvania Railroad to the Delaware river to meet the demands of the oil trade, which will probably be excluded by law from the present Delaware terminus, the further sum of $250,000; to this must be added for additional outfit for the Philadelphia and Erie and our own road $1,200,000, making in all $3,500,000, which may be met with but a small addition to our surplus earnings, if the result of the year's business should equal that of the past.

Notwithstanding our unremitting efforts to secure the best rails that are made, each succeeding year adds its testimony to those preceding it of the want of a better material than that now used. In addition to their rapid destruction from ordinary wear is added the risk to the trains from their frequent breakage. To obviate

this, our new rails have been increased in depth to an extent (four and a-half inches,) that will give them thirty per cent. additional vertical strength which, it is believed, will, with increased care in the selection of ores and the manufacture of the rails, prevent further damage from this source. The steel rails introduced upon the road show no evidence of wear, but their great cost at present precludes their general introduction. The manufacture of rails with a steeled wearing surface referred to in our last annual report, has not proved successful upon a scale that would render it of practical value.

The management of your railways for the last two years has been attended with unprecedented difficulties; a continually increasing business had to be met by a decreasing supply of experienced men to work them, to which, during the past year, there has been added an indiscriminate drain upon our forces to fill the armies and man the military railways of the Government. For a time it was impossible to procure for our trains even raw recruits in sufficient numbers.

The superintendence of long lines of railways having a large mixed business, involving as it does the safety of the traveler is, in ordinary times, a trust of great delicacy and responsibility, but when added to the usual risks, there is the necessity of introducing into important posts untried men, and the frequent changes that this involves to secure those that are responsible, the strain upon the endurance of the officers and faithful employes of the Company becomes as harrassing and unpleasant as it is destructive to the machinery of the road.

To the difficulties mentioned, we have had also to encounter accidents arising from the inferior workmanship and materials that the great demand for locomotives and cars has introduced, which there is no practical means of obviating when all that could be produced has heretofore been insufficient to meet the demands of the Government and the Railway Companies.

The Board, with a view to prevent the increased capital of the Company from representing property acquired at the present inflated values, have charged the large additions made during

1862, 1863 and 1864, to the equipment of the road—to the length of double track and to the ware-houses, passenger-stations, shops and engine-houses, since the suspension of specie payments, to the running expenses of the road. These have amounted in the aggregate, to $5,337,866 65, a sum which it is believed will more than preserve the property of the Company represented upon its books, at its specie value.

For information in greater detail in relation to the operations of the Company's works, the shareholders are referred to the reports of Enoch Lewis, General Superintendent,—W. H. Wilson, Chief Engineer,—John P. Laird, Superintendent of Motive Power and Machinery on the Pennsylvania Railroad,—Thomas T. Wierman, Chief Engineer of the Canals, and Joseph D. Potts, General Manager of the Philadelphia and Erie Railroad, and John A. Wilson, its Chief Engineer. These officers and their assistants, notwithstanding the unusual difficulties attending the operations of their respective Departments during the year, have fulfilled the duties confided to them in a manner entirely satisfactory to the Board of Directors.

By order of the Board,

J. EDGAR THOMSON, *President.*

GENERAL ACCOUNT.

Dr. **Cr.**

		DOLLARS.	CTS.
To Capital Stock, as authorized by resolution of Board,	$20,000,000 00		
Less amount unissued,	130,940 00		
		$19,869,060	00
To Bond Account, viz:			
First Mortgage, six per ct. Dollar Bonds, payable 1880,	4,980,000 00		
Second " " " " " " 1875,	2,621,000 00		
Second " " " Sterling " " 1875,	2,283,840 00		
Bonds due the State of Pennsylvania, bearing five per cent. interest,	6,800,000 00		
		16,684,840	00
To Amount of Mortgages, and Ground Rents on Real Estate,		144 284	32
Total Shareholders' Capital and Funded Debt of Company,		36,698,184	32
To Accounts payable, including Pay Rolls for Dec'r, 1864,	$1,956,828 91		
To Bills Payable,	408,335 71		
To Dividend due to Stockholders, unpaid,	28.296 00		
		2,393,460	62
To Contingent Fund,		1,000,000	00
To Balance,		3,428,691	39
		43,520,336	33

		DOLLARS.	CTS.
By Cost of Road, including Engineering, Land Damages, Fencing, Machine Shops, Engine Houses, Station and Warehouses, Car Sheds, Water Stations, Foremen and Tool Houses, and Shop Machinery, from Harrisburg to Pittsburgh, and Station and Warehouses on the Philadelphia Division	$17,341,336 75		
Less profits of Road, after paying interest to Stockholders up to November 1st, 1855, credited to Cost of Construction as required by charter,	589,185 79		
		16,752,150	96
By amount paid State of Pennsylvania for Philadelphia and Columbia Railroad,	6,500,000 00		
By amount paid State of Pennsylvania for Canals and Portage Railroad	1,000,000 00		
The above division being made upon their presumed relative value.	7,500,000 00		
Less payment made of debt to State, for purchase of Main Line, and charged to Profit and Loss,	700,000 00		
		6,800,000	00
By Equipment of Road, consisting of Locomotives, Freight, Road, and Passenger Cars		3,385,315	15
By cost of Real Estate of Company,		2,769,706	52
By cost of Telegraph Line,		45,264	28
By Extension of Penna. R. R. to Steubenville and Pittsburgh R. R.		685,249	33
By Extension of Pennsylvania Railroad to Delaware River and Gas Works, including Wharves and Grain Elevator,		587,205	14
Total cost of Company's Roads, Canals and their appendages		31,024,891	38
By amount of first Mortgage Bonds of the Pittsburgh and Steubenville Railroad Company,		353,000	00
By 1,555 Sterling Bonds of £200 sterling each, of the Philadelphia and Erie Railroad Company remaining on hand, exclusive of 1,244 Bonds in Sinking Fund, purchased under the stipulations of the lease of that Road,		1,334,601	11
By 8,939 Shares of Stock of the Steubenville and Indiana R. R. Company,		130,696	00
By 530 Bonds of the Steubenville and Indiana R. R. Company, 6 per cent.,		482,651	52
By 775 " " " " " " 7 "		775,000	00
By amount of other Bonds and Stocks of Municipal and Railroad Corporations		2,881,862	89
By amount of Bills and Accounts Receivable,		1,850,976	55
By amount due from other Roads,		192,054	52
By amount to debit of Sinking Fund		1,615,754	79
By amount of Fuel and Materials on hand for Shops, repairs to Locomotives and Cars, and Maintenance of Way		1,277,380	52
By amount advanced to purchase Materials and Fuel to construct and operate the Philadelphia and Erie Railroad,		468,764	09
By Balance in hands of Agents,		762,075	98
By Balance in hands of Treasurer, December 31st, 1864,		370,626	98
		43,520,336	33

E. & O. E.—Philadelphia, December 31st, 1864.

THOMAS T. FIRTH, *Treasurer.*

REPORT

OF THE

GENERAL SUPERINTENDENT.

OFFICE OF THE GENERAL SUPERINTENDENT, PENNA. R. R
Altoona, Blair Co., Pa., January 1, 1865.

To the President and Directors of the
Pennsylvania Railroad Company.

GENTLEMEN:—Herewith is submitted the Report of the operations of your Road during the year 1864.

The business has continued large beyond precedent, in its history, and has been conducted under serious difficulties, which have arisen from the state of the country; the war having drawn from the Company's service large numbers of its skilled employees, whose places have been but imperfectly filled by those who remained at its command. The prices of labor and materials have greatly advanced and largely increased the operating expenses.

The results of the year's business are as follows:

The earnings have been—

From Transportation of Freight and Tolls on Individual Cars,		$10,361,999 32
" 1st Class Passengers, (inclu'ng U. S. Tax,)	$3,239,990 77	
" Emigrant Passengers, - - - - -	94,904 37	
" Adams' Express Company, (regular,) -	75,900 00	
" " " " (extra,) - -	269,511 12	
" Transportation of U. S. Mails, - - -	76,830 16	
" " Gov't Troops, (inclu'ng U. S. Tax,)	511,773 88	
" Rents of Property, - - - - -	47,852 02	
Carried forward, - - -	4,316,762 32	$10,361,999 32

Brought forward, - - -	$4,316,762 32	$10,361,999 32
From Individuals and Companies, - - -	4,360 03	
" All other sources, - - - - -	75,935 99	
		4,397,058 34
		$14,759,057 66

The Expenses have been—

MOTIVE POWER.

Ordinary, - - - -	$2,536,666 79	
New Locomotives, - -	613,691 97	
New Tools and Machinery, -	105,693 56	
	$3,256,052 32	

CONDUCTING TRANSPORTATION.

Ordinary, - - - -	$2,624,916 58	
New Buildings and Extensions,	406,614 79	
	3,031,531 37	

MAINTENANCE OF WAY.

Ordinary, - - - -	$2,057,547 85	
Extension of 2d Track and Sidings,	191,220 28	
	2,248,768 13	

MAINTENANCE OF CARS.

Ordinary, - - - -	$853,929 12	
New Cars, - - - -	1,151,063 92	
	2,004,993 04	
General Expenses, - - - - -	152,599 33	
		10,693,944 19
Net Earnings, - - - - - -		$4,065,113 47

RECAPITULATION.

Total Earnings, - - - - - - -		$14,759,057 66
Total Ordinary Expenses, - - -	$8,225,659 67	
" Extraordinary, - - - -	2,468,284 52	
Total Expenses, - - - - - - -		10,693,944 19
Net, - - - - - - - - - -		$4,065,113 47

COMPARISON WITH 1863.

Gross Earnings—1864,	$14,759,057 66	
" " 1863,	11,891,412 90	
Increase in Gross Earnings,		$2,867,644 76
Net Earnings—1864,	4,065,113 47	
" " 1863,	5,111,412 74	
Decrease in Net Earnings,		1,046,299 27
Ordinary Expenses—1864,	8,225,659 67	
" " 1863,	5,132,197 17	
Increase in Ordinary Expenses,		3,093,462 50
Extraordinary Expenses—1864,	2,468,284 52	
" " 1863,	1,647,803 04	
Increase in Extraordinary Expenses,		820,481 48
Total Increase in Expenses,		$3,913,943 98

DIVIDED AS FOLLOWS:

	MOTIVE POWER.	CONDUCTING TRANSPORTATION.	MAINTENANCE OF WAY.	MAINTENANCE OF CARS.	GENERAL EXPENSES.
1864.	$3,256,052 32	3,031,531 37	2,248,768 13	2,004,993 04	152,599 33
1863.	2,211,038 02	1,702,146 73	1,556,367 57	1,193,309 93	117,137 96
Increase	$1,045,014 30	1,329,384 64	692,400 56	811,683 11	35,461 37

Total Increase..... $3,913,943 98

THE EXTRAORDINARY EXPENSES ARE AS FOLLOWS:

MOTIVE POWER.

For New Locomotives,	$613,691 97	
" " Tools and Machinery,	105,693 56	
		$719,385 53

CONDUCTING TRANSPORTATION.

For new Buildings,	406,014 79

MAINTENANCE OF WAY.

For Extension of Second Track and Sidings,	191,220 28

MAINTENANCE OF CARS.

For New Cars,	1,151,063 92
Total,	$2,467,684 52

During 1864 there were transported—

First Class Passengers, - - - - -	2,366,213
Emigrant " - - - - - -	23,217
Troops, - - - - - - - -	198,084
Freight, (in tons,) - - - - - -	2,764,876

Which compares with the business of 1863, as follows:

	FIRST CLASS PASSENGERS.	EMIGRANTS.	TROOPS.	TONS OF FREIGHT.
1864.	2,366,213	23,217	198,084	2,764,876
1863.	1,507,549	17,432	182,405	2,265,413
Increase.....	858,664	5,785	15,679	499,463

The increase in regular working expenses has been, - -	$3,093,462 50
The increase in the number of miles run by engines has been,	471,077
The increase in the number of tons of Freight moved has been,	499,463
The increase in number of Passengers carried has been, -	858,664

Repairs of Engines account has been increased largely by the cost of twenty-one new locomotives, bought to replace old and condemned engines, being charged to it; the continued advances in wages and in the cost of materials, and the large increase in the business done, are additional causes of the very large increase in the working expenses.

EQUIPMENT OF ROAD.

Since January 1st, 1864, 19 new locomotives have been purchased, to replace numbers made vacant by the transfer of that number of engines to the P. & E. R. R., and 2 have been bought to replace 2 condemned. The cost of 21 new engines has thus been charged to Repairs of Engines Account, and 20 new loco-

motives have been added to the equipment of P. R. R. proper, making 41 new engines in all, classed as follows:

First Class Freight Locomotives, - - - -	26	
" " Passenger do. - - - -	9	
Tank Shifting Engines, - - - - -	6	
	—	41

In addition to the above there have been purchased for the P. & E. R. R.—

First Class Freight Engines, - - - -	16	
Tank Shifting do. - - - - -	1	
	—	17

And for use on the Pittsburgh and Steubenville Line—

Passenger Engines, - - - - - -	12	
Freight do. - - - - - - -	10	
	—	22
Total number of Locomotives purchased by P. R. R. Co. during 1864, - - - - - -		80

Of the last named twenty-two Engines, three Passenger and six Freight Engines have been leased to the Pittsburgh, Col. and Cincinnati Line, and the remaining Freight Engines are in use on the Pennsylvania Railroad proper.

Of the fifteen Engines for Philadelphia and Erie Railroad, six have been placed upon that line, and the remainder will follow as fast as the wants of its service require; meanwhile, and until needed there, they will be used upon the main line.

NEW CARS.

There have been built during the year, by Pennsylvania Railroad—

Box Cars, - - - - -	3	
Stock " - - - - - -	25	
By Contractors—		
Box Cars, - - - - -	360	
Stock " - - - - - -	212	
Gondola Cars, - - - - -	60	
Amount carried forward, - -	—	660

Amount brought forward, - - -		660
And by contract for use on Philadelphia and Erie Line—		
Gondola Cars, - - - - - -		400
Total New Cars, - - -		1,060

The Report of the Superintendent of Motive Power and Machinery shows that on the 1st of January, 1865, there was on Pennsylvania Railroad proper—

Total number of Locomotive Engines, - -		321
PASSENGER EQUIPMENT, AS FOLLOWS:		
Passenger Cars, - - - -	120	
Emigrant " - - - -	37	
Baggage, " - - - - -	34	
Express, " - - - - -	34	
Total Passenger Equipment, - -	—	225
FREIGHT EQUIPMENT.		
Box Cars, - - - - -	2,148	
Stock " - - - - -	999	
Gondola Cars, - - - - -	1,525	
Coal " (8 wheeled,) - - -	600	
" " (4 ") - - -	109	
Total Freight Equipment, - -	—	5,381
Total Pennsylvania Railroad Cars, -		5,606
There were last year running on the road, eight-wheeled Coal Cars belonging to Gas Coal Companies, - - - - -	357	
There have been added by those Co.'s in 1864, -	393	
	—	750
Philadelphia and Reading Railroad Company's joint Cars in Broad Top and Allegheny Coal Trade, - - - - -		600
Total Cars in use on Pennsylvania Railroad in Transportation Department, -		6,956

In addition to the above there are in use in the Engineer Department in Maintenance of Way and works of Construction, Cars of all kinds, - - - - 548

There are yet to be delivered on last year's contracts—

First Class Freight Engines, - - -		7
And new contracts have been made for the delivery of Locomotives in 1865, as follows:		
First Class Passenger Engines, - - -	10	
" " Freight " - - -	26	
Tank Shifting " - - -	3	
	—	39
Total to be delivered in 1865, - -		46

All contracts for the delivery of new Cars in 1864 have been filled, and no new contracts for delivery in 1865 have been entered into.

The reports of the Chief Engineer and of the Superintendent of Motive Power and Machinery are herewith presented; they contain very full and interesting details of the operations of their respective departments, to which your attention is respectfully invited.

Since last report the Bald Eagle Valley Railroad has been opened for business to Howard, nine and two-tenth miles beyond Milesburg, and the track has been laid down to Lock Haven, but is not yet ballasted or drained. As soon as it is practicable to do it, this road will be put in operation throughout its whole length, and it will form a very desirable connection between the Pennsylvania Railroad at Tyrone, and the Philadelphia and Erie Railroad at Lock Haven, opening a direct route between the valley of the West Branch and Pittsburgh.

COAL TRADE.

The Coal trade has continued very active, the whole tonnage moved being 1,086,779 tons, which is an increase of 183,580 tons over last year. 1,200 joint cars are engaged in this trade between the Broad Top and Allegheny region, and Port Richmond.

LIVE STOCK.

The Live Stock business has also been heavy. 237 stock cars have been added to the equipment during the year, and

the new stock yards at East Liberty have been completed and brought into full operation. Two compromise tracks for the accommodation of this business have been completed between Pittsburgh and East Liberty.

SECOND TRACK.

About four and a-half miles of Second Track on the main line have been completed and brought into use during the year, and sixteen and a-half miles remain to be laid to complete the main road throughout its length. About eight miles of double track on the Columbia Branch have also been completed.

IRON BRIDGES.

The channel span of the Bridge being erected over the Ohio river, at Steubenville, has been completed at Altoona Shops during the year. A new double track Pratt bridge, of three spans, over the East Brandywine, at Downingtown, two boiler plate road bridges for Philadelphia Division, and several small iron girder bridges have also been completed there.

The Company and its General Superintendent are greatly indebted to the Chief and Resident Engineers, to the Division Superintendents, and to their Subordinate Officers, for the zeal and care with which they have conducted its business through a year of unusual activity. Owing to the circumstances of the country, arising from a continuance of the war, their labors have been unusually arduous, and have been unceasingly and unsparingly devoted to the promotion of the Company's interests.

Respectfully submitted,

ENOCH LEWIS,

General Superintendent.

REPORT

OF THE

Superintendent of Motive Power and Machinery.

Altoona, Pa., December 31st, 1864.

ENOCH LEWIS, ESQ.,

General Superintendent Pennsylvania Railroad.

DEAR SIR:—Herewith, please find Annual Report of the condition of the Motive Power and Machinery Department, for the year ending December 31st, 1864.

At the date of the last Report, the Company had upon its main line and branch roads, 290 Locomotives. This number has been increased during the year by the return of 4 leased to the Northern Central Railway in 1863, and by the addition of 39 new Locomotives received during the year, as follows.

At date of last report, - - - - - -		290
Returned from N. C. R. W. - - - -	4	
Received during the year:—		
First Class Freight Engines, - - - -	26	
" " Passenger " - - - - -	9	
" " Switching " - - - - -	6	
	—	45
Total, - - - - - - - - -		335

Brought forward, - - - - - -		335
Less the following number disposed of :—		
Sent to Philadelphia and Erie Railroad, - -	12	
Condemned, - - - - - - - -	2	
	—	14
		321

Making a total of 321 Locomotives of all kinds on the road at this date, in the following condition:

In good order, - - - - - -	158
In running order, - - - - -	86
In shop, for slight repairs, - - - -	25
In shop for general repairs, - - - -	52
	321

The Engines Nos. 92, 96 and 127, leased to the Pittsburgh, Columbus and Cincinnati Railroad, are not included in the above list.

The Mileage, cost of repairs, fuel and stores of each Engine is shown in detail, in the tabular statement of the Chief Clerk of the Motive Power Department, in which I notice the following items:

MILES RUN WITH PASSENGER TRAINS

Between Philadelphia and Harrisburg,	459,981	
" Harrisburg and Altoona,	433,785	
" Altoona and Pittsburgh,	476,581	
		1,370,347

MILES RUN WITH FREIGHT TRAINS

Between Philadelphia and Harrisburg,	1,191,630	
" Harrisburg and Altoona,	1,518,598	
" Altoona and Pittsburgh,	1,673,331	
		4,383,559
Amount carried forward, - -		5,753,906

Amount brought forward, - -		5,753,906

MILES RUN WITH DISTRIBUTING TRAINS

Between Philadelphia and Harrisburg,	84,033	
" Harrisburg and Altoona,	92,117	
" Altoona and Pittsburgh,	81,462	
		257,612
Total Passenger Engine Mileage,	1,370,347	
" Freight " "	4,383,559	
" Distributing " "	257,612	
		6,011,518
Total Mileage, 1863, - - - -		5,540,441
Increase over 1863, - - - -		471,077

GREATEST MILEAGE MADE WITH PASSENGER TRAINS

Between *Philadelphia* and *Harrisburg*,	
Engine No. 164, - - - -	38,880 miles.
Between *Harrisburg* and *Altoona*,	
Engine No. 60, - - - -	45,833 "
Between *Altoona* and *Pittsburgh*,	
Engine No. 58, - - - -	33,337 "

AVERAGE MILEAGE WITH PASSENGER TRAINS

Between Philadelphia and Harrisburg, - -	20,908 miles.
" Harrisburg and Altoona, - - -	21,689 "
" Altoona and Pittsburgh, - - -	19,857 "

GREATEST MILEAGE WITH FREIGHT TRAINS

Between *Philadelphia* and *Harrisburg*,	
Engine No. 186, - - - -	33,790 miles.
Between *Harrisburg* and *Altoona*,	
Engine No. 306, - - - -	38,038 "
Between *Altoona* and *Pittsburgh*,	
Engine No. 220, - - - -	34,699 "

AVERAGE MILEAGE WITH FREIGHT TRAINS

Between Philadelphia and Harrisburg, - -	23,365 miles.
" Harrisburg and Altoona, - -	18,982 "
" Altoona and Pittsburgh, - -	16,902 "
Total Average Mileage with Passenger Trains,	20,763 miles.
" " " " Freight "	19,059 "

REPAIRS OF LOCOMOTIVES.

Philadelphia Division, - - - - -	$138,016 96
Middle Division, (including nine new Engines,)	266,272 24
Pittsburgh Division, (including twelve new Engines,) - - - - - - - -	462,459 74
Total, - - - - - -	$866,748 94
Cost of Fuel, - - - - - -	$552,932 86
" Oil, Waste and Tallow, - - -	172,452 34
Average cost per 100 miles run,	
Repairs, - - - - - -	$14 41
Fuel, - - - - - - -	9 19
Stores, - - - - - - -	2 87
	$26 47

The advance in the repairing account is due partly to the continued increase in the cost of labor and materials, and largely to twenty-one new engines, being charged to Repairs of Locomotives, nineteen of which replaced an equal number sent to the Philadelphia and Erie Railroad, in the early part of the year, and, as they were in capacity and condition equal to the new Engines we received for them, I consider, that including their cost in our Repairs of Engines Account for the year 1864, is calculated to give a wrong impression to those who are comparing the cost of repairs for that year with that of previous years.

I have therefore left it out in the following comparison with other years.

1862.—Average cost of repairs per 100 miles run,	$7 76		
1863.	9 17	—Increase	$1 41
1864.	9 48	"	31
Proportionate increase reduced,			$1 10

This shows a saving from last year's increase over 1862, of $1 10 per 100 miles, or 85 per cent. of the whole increase, while it is well known that the increase in all kinds of labor and material, has been largely in excess of last year.

An increase in the Mileage for the year of 471,077 miles, without a proportionate increase in shop facilities has entailed much extra trouble and expense upon this Department. With limited means of repairing, it has been necessary to employ night forces, who do the work very imperfectly, and at greatly increased cost. Such has been our condition during the past year, and it is very gratifying to find such good results. In the fuel account, the increase is entirely owing to its increased cost. In comparison with other years, and taking the prices paid in 1862, as a standard, it would compare as follows:

1861.—Cost per 100 miles run,	$6 41			
1862. " " " "	5 98	—Saving	43	cents.
1863. " " " "	5 37	"	61	"
1864. " " " "	4 70	"	67	"

This would show a saving during the past year, of 67 cents per 100 miles at old prices, equal to 12 pounds per mile, which, at the present price of Coal, would be $1 35 per 100 miles run. This large saving of fuel is in a great measure due to the changing of all the old passenger engines from wood-burners to coal-burners, thereby abandoning the more costly for the more economical fuel, and reducing the consumption of wood from 52,763 cords in 1863, to 36,836 in 1864, while the mileage of the latter year exceeded that of the former, by nearly a-half a million of miles.

The arrangement of fire-box, which has enabled us to change the wood-burners at once to coal-burners has proved very successful, and its durability is no longer questionable. All of our wood-burners have been changed, and are now burning coal with perfect success.

In the use of stores, great economy is being practised, and the increase in the price of those articles, alone has increased this account.

Our steel fire-boxes continue to give satisfaction, and steel tires, which have been introduced on a number of our engines, give promise of great durability and uniformity of wear.

CAR DEPARTMENT.

At the date of the last report, the Passenger equipment of the Company, consisted of the following:

Passenger Cars, - - - - - - - -	93	
Baggage " - - - - - - - -	39	
Express " - - - - - - - -	29	
Emigrant " - - - - - - - -	31	
		192

During the year there have been added the following:

Built by contract, Passenger Cars, - - -	26	
" P. R. R. Co. " " - - - -	32	
" " Baggage " - - - -	6	
" " Express " - - - -	5	
" " Emigrant " - - - -	6	
		75
		267

Less the following:—

Leased to P. C. & C. R. R. Passenger Cars, - -	3	
Sent to Phila. and Erie R. R. " " - -	15	
" " " " Baggage " - -	8	
Destroyed and Condemned Passenger " - -	13	
" " " Baggage " - -	3	
		42
		225

Making a Total Passenger Equipment of 225 cars, as follows:

Passenger Cars,	- - - - - -	120	
Baggage "	- - - - - -	34	
Express "	- - - - - -	34	
Emigrant "	- - - - - -	37	
		—	225

In the following condition:

Passenger Cars in good order,	- - - -	90	
" " running order,	- - -	30	
		—	120
Baggage " good order,	- - - -	23	
" " running order,	- - -	11	
		—	34
Emigrant " good order,	- - - -	26	
" " running order,	- - -	11	
		—	37
Express " good order,	- - - -		34
			225

All the new passenger cars, including those built by contract and two new sleeping cars, have been furnished with iron trucks at Altoona shops, making 120 trucks in all; 735 best axles. and 1,332 wheels have been used under this portion of our rolling stock during the year, and 18 Passenger, 6 Baggage, 1 Express and 3 Emigrant Cars have been thoroughly repaired and painted. The passenger service has continued to be very severe upon our equipment. The train mileage exceeds that of 1863 by 109,690 miles, and our trains have been running with two cars more to the train upon an average. Steel axles are being introduced under the passenger cars, with a view to secure additional safety from accident.

With the facilities of the new shops at West Philadelphia, in addition to those we now possess at Altoona, I apprehend no difficulty in increasing this branch of our equipment sufficiently to meet any reasonable demand upon it during the coming year.

FREIGHT EQUIPMENT.

At the date of the last report there were upon the road the following:

Box Cars,	1,990	
Stock "	762	
Gondola Cars,	1,465	
Coal "	600	
		4,817
Box Cars, (four-wheeled,)	39	
Coal " (" ")	70	
		109
		4,926

New Cars added during the year 1864:

Built by contract:—		
Box Cars,	360	
Stock "	212	
Gondola Cars,	60	
Built by Penna. R. R. Company,—		
Box Cars,	3	
Stock "	25	
	660	
	5,586	
Less Box Cars sold to U. T. & I. Co.,	100	
		5,486
Transferred to P. & E. R. R.		
Box Cars,		105
		5,381

Making a Total of 5,381 Cars on the road, viz:

Box Cars,	2,148	
Stock "	999	
Gondola Cars,	1,525	
Coal "	600	
" " (four-wheeled,)	109	
		5,381

In the Maintenance of Way Department, there are the following:

Box Cars, (eight-wheeled,) - - -	15	
Gondola Cars, " - - - -	100	
Dumping " (four-wheeled,) - - -	111	
Hand " " " - - -	145	
" Trucks, " " - - -	168	
Derrick " " " - - -	7	
Timber " " " - - -	2	
	——	548

In the repairs of freight cars, 135 have been rebuilt with new trucks; 98 new trucks have been used, 955 axles and 2,697 wheels. The repairs at the close of the year have been so heavy, that we have not been able to keep up in replacing the cars condemned and broken by accident, but our running repairs have not suffered serious delay. The cars have been promptly repaired and kept in regular service. With the increased facilities which we will have at the West Philadelphia new shops, we hope to be able to fill blank numbers early in the season.

1,099 cars have been repaired for individuals and companies.

AT WEST PHILADELPHIA

The new car shops have been completed, and every exertion is being made to start the machinery, which is all in position. The machine shop is also under way, and will be ready for the machinery in the latter part of the year. The shops are large and well arranged, and when finished will enable us to do nearly all the repairs of the Philadelphia Division.

AT COLUMBIA

The shops are sufficient for our wants.

AT HARRISBURG

The shops have been severely taxed during the past year, but the early completion of the shops at West Philadelphia, will relieve the machine shop to a great extent. Engine house room is much needed here; many engines have to stand outside where they are exposed to the weather and collision in the yard; many engines have been broken in this way during the past year, and otherwise injured by exposure.

AT MIFFLIN

The shops are sufficiently large for the repairs centering at that point.

AT ALTOONA

The new addition to the machine shop has been completed, and our facilities for repairing much increased. Should our business continue to increase, I would recommend that our iron bridges be built by contract, and the force and tools now employed in the bridge shop be turned to the repairs and renewal of our rolling stock. The new shop for dressing lumber has added much to our facilities for repairing cars, and the shop formerly used for that purpose is very desirably located for wheel and axle work, drilling, cutting bolts, making frogs and switches, and such work, which has until now been done in the machine shop, to the delay of the regular locomotive repairs. Many new and improved tools, including two steam hammers, have been added to our stock during the year.

The repairs of our freight cars have increased so much during the year, that we can with much difficulty attend to it in the old yard, which has become too small for the business; I would recommend the use of the ground lying east and south of the eastern round house, now used for a lumber yard, to be cleaned out and arranged with the necessary tracks for the repairs of

the freight cars, which would obviate the necessity of crossing the street with the cars to and from the present freight shop, and save the labor of one switching engine. The proposed location would possess width sufficient for five or even six parallel tracks for the repairs of the cars, and we could double our facilities for this branch of our repairs, and add much to the safety of our men while engaged in their duties around the cars. A building similar to that put up for dressing lumber, in connection with the shed already there, would be sufficient for the purpose, and its erection would greatly increase our facilities for freight car repairs; the present freight shop could be taken for passenger car work or a boiler shop, as the service might require.

The want of engine house room at this point, has been most seriously felt this winter, and I would strongly urge the necessity of erecting another round house at an early day. The lack of yard room, for engines, is also seriously felt. The addition since 1862 of 100 locomotives, without a corresponding increase in yard room has confined us so much in our operations as to cause serious collisions and detentions in our yard in getting our engines to and from their trains, and the utmost care exercised on the part of those in charge of this part of our business, cannot give us security against such trouble. Forty to sixty engines have to be taken out and put in every night, and we have only one track for the purpose. We need the whole yard, from the upper main track switch to the lower main track switch, to properly handle our present stock of engines and passenger cars, and to have the engines promptly placed to their trains on time.

AT CONEMAUGH

The engine house and small machine shop are sufficient for the wants of the Company at that point.

AT PITTSBURGH,

Owing to the difficulty in obtaining skilled labor at this point, the shops have been very severely taxed to keep up their share of the repairs during the past year. We are also very short of engine house room. Many engines have to stand out in the weather, and can only be protected from frost by extra labor and expense.

A new and improved double-headed driving wheel lathe has been put up here, new drilling machine, and steam hammer in the blacksmith shop. In the repairs of freight cars, the arrangement of the yard limits our operations, and presents no opportunity of extension, a fact which makes additional facilities in this branch of our service at Altoona, and explained under that head, all the more desirable.

To the Foremen of the several branches of this Department, the Engineers, Firemen and Employees of this Department generally, I tender my acknowledgments for the efficient manner in which they have discharged their duties.

Respectfully submitted,

JOHN P. LAIRD,

Supt. of M. P. and Machinery.

REPORT

OF THE

CHIEF ENGINEER

OF THE PENNSYLVANIA RAIL ROAD COMPANY.

MAINTENANCE OF WAY DEPARTMENT,
Altoona, Pa., January 16, 1865.

ENOCH LEWIS, ESQ.,
General Superintendent.

SIR:—The following Report on the business of this Department for the year ending December 31st, 1864, is respectfully submitted.

The embarrassment occasioned by scarcity of labor, referred to in my last two Annual Reports, has been rather increased than diminished during the past year. It has been very difficult to keep up at all times, sufficient force for the prosecution of the work in hand, and as the Maintenance of Way was of paramount importance, some of the constructions have been considerably delayed.

RAILWAY SUPERSTRUCTURE.

On the Philadelphia Division, the reballasting of those portions of the track, upon which slate ballast was originally used, has been steadily progressing. A—"Y"—and additional sidings have been constructed at Paoli for the use of the local passenger

trains. The old warehouse slips at Columbia have been filled up, and a substantial wharf built along the canal basin. The additional space obtained by this improvement has enabled a change to be made in the location of the main tracks by which some objectionable curvature is got rid of, and will further afford room for several sidings, which are much needed. The tunnel immediately west of Columbia has been enlarged, affording clear passage on either track for the widest cars in use on the road. The siding between Columbia and Chiques, 7,023 feet in length, has been completely renewed. The grading for second track on the branch road between Marietta and Middletown has been prosecuted with diligence, and the track from the former place to Collins' station, a distance of $9\frac{6}{10}$ miles opened for use on the 26th of December. This track, with the exception of about one mile, has been laid during the past year, and includes what were known as Shock's and Horst's sidings, both of which have been entirely renewed.

Several new sidings and extensions have been laid in the vicinity of the Harrisburg shops. Connections have been made with the Northern Central Rail Road at west end of Susquehanna bridge, and west of Marysville. During the last winter, foundation wall for second track at Jack's Narrows was built for a length of 500 feet. A large force is now engaged at the same work, which can only be prosecuted when the water is out of the canal. Grading for second track between Lewistown and McVeytown has been progressing, but slowly, in consequence of the scarcity of laborers.

The sides of the rock cut east of Carpenter's Station on Pittsburg Division have been sloped. Two additional rails have been laid with compromise gauge on the north track between East Liberty and Pittsburg, a length of 3 miles, 990 feet. The grading and masonry for the new road bed on south side of Liberty Street at Pittsburg are completed, and one track laid from Outer Depot to New Passenger Station, a distance of about 4,300 feet, with such sidings as are immediately required. A connection of the new track with the Pittsburg, Fort Wayne and Chicago Rail Road has also been completed.

The new track laid during the year is summed up as follows:

Second track between Marietta and Middletown,	8 miles,	589 feet.
Second track between Anderson's and McVeytown,	4 "	2,181 "
New line at Pittsburg,		4,300 "
Sidings at Delaware Depot Philadelphia,		692 "
" West Philadelphia,	1 mile,	3,620 "
" "Y" at Paoli,		2,970 "
" Lancaster,		423 "
" Columbia,		3,837 "
" Middletown Junction,		960 "
" Harrisburg,	3 miles,	149 "
" Haley's Station,		240 "
" Marysville,		1,049 "
" Cove Creek,		748 "
" Mifflin,		330 "
" Lewistown,		575 "
" McVeytown,		538 "
" Huntingdon,	1 mile,	1,277 "
" Altoona,		3,903 "
" Gallitzin,		471 "
" Cresson,		225 "
" Johnstown,		265 "
" Dornock Point,		395 "
" Nineveh,		550 "
" Derry,		675 "
" Walls,		125 "
" Swissvale,		1,200 "
" East Liberty,	1 mile,	1,899 "
" Pittsburg,	1 "	2,012 "
Total,	25 miles,	4,509 feet.

The single track on Main Line is now limited to the following sections:

At Susquehanna Bridge, - - -	1	mile, 559 feet.
Between Lewistown and Anderson's, -	5	" 1,200 "
" Manayunk and Newton Hamilton,	4	" 1,388 "
" Mount Union and Mill Creek,	5	" 3,368 "
At Johnstown, - - - - - - -		1,530 "
		16 miles, 2,765 feet.

The number of miles of single track in use at this date, is as follows:—

Main Line, including sidings, - - -	$807\frac{2}{10}$ miles.
Branches owned, including sidings, - -	$38\frac{6}{10}$ "
" leased, " " - - -	$123\frac{1}{10}$ "
Private sidings, - - - - -	$20\frac{1}{10}$ "
	989 miles.

The following quantities of Materials have been used during the year:

	Iron Rails Tons.	Wrought Iron Chairs	Spikes. lbs.	Cross Ties.	Splice Joints.
Philadelphia to Columbia....	3,278	3,340	104,025	61,867	140
Harrisburg & Lancaster R. R.	1,891	2,000	84,558	43,118	4,940
Harrisburg to Altoona.....	4,416	5,144	142,527	61,644	2,662
Altoona to Pittsburgh.....	4,608	7,816	160,814	52,280	1,660
Delaware Extension.....	33	4	1,275	276	
E. B. & W. R. R.....	5	131	928	236	
T. & C. R. R.....	348	273	16,657	2,586	
B. E. V. R. R.....	21	17	6,035	345	
Hollidaysburg Branch.....	23	36	959	544	
E. & C. R. R.....	27		3,525	294	
Indiana Branch.....	50	194	1,634	7,852	
	14,700	18,955	522,937	231,042	9,402

10,433 tons of the iron rails were obtained from rerolling old rails. None of the new work above described having been charged to Construction Account, except the second track at McVeytown, and the compromise track from East Liberty to Pittsburg, it is difficult to ascertain the proportion of materials used for new track; the table therefore gives the total quantities consumed for all purposes.

A lot of about one hundred and fifty tons of cast-steel rails was procured near the close of the year 1863, but some delay being experienced in slotting them to receive the chairs and spikes, they were not laid down until the early part of the past summer, when they were placed on sidings in the yards at Altoona and Pittsburg, where they would be subjected to considerable use. These rails appearing very brittle, it was not deemed expedient to place them in the main track where they would be passed over by trains at high rates of speed; none of them however have been broken in the track, and they exhibit little or no appearance of wear.

Some other steel rails have recently been ordered of a quality combining more toughness with a sufficient degree of hardness, and experiments will be continued to test the relative merits of the several descriptions of rail. Much confidence is felt that the result of the trials will demonstrate the superiority of steel rails for general use. An experiment made some months since to convert the upper surface of iron rails into steel, without affecting the strength of the remaining portion of the metal, has not met with success.

A refining furnace has recently been constructed at one of the mills from which our supply of iron is obtained, for the purpose of endeavoring to improve the quality of iron rails.

The rapid wear of rails under the heavy traffic to which our road is now subjected, renders it very important to devise some means by which their durability can be increased.

BRIDGES.

Two cast-iron Howe truss bridges of thirty-three feet span each, over the Lancaster turnpike near Philadelphia, have been

replaced by boiler plate. Two new piers have been erected at East Brandywine creek, for the purpose of replacing the present wooden structure of two spans, by three spans of iron, nearly all the materials for which are now on the ground. The embankment at Parkesburg has been cut through, and an iron bridge of twenty feet span constructed, under which two public roads, formerly crossing at grade, are now passed. General repairs have been made to the wooden bridge over Little Conestoga, and to several bridges on the Harrisburg and Lancaster Railroad.

The superstructure of Susquehanna bridge has been thoroughly inspected during the past year; all defective timber taken out, and the tin covering and railing repainted. The repairs to the masonry of Granville and Mayes bridges have been completed, preparatory to the erection of new superstructure. The wooden bridge over the canal at Mayes has been replaced by an iron Pratt truss.

On the 17th of January last, one of the spans of bridge No. 8 over Little Juniata, was destroyed by fire; the gap was speedily closed by trestles, and an iron structure of two spans has since been constructed. Between Lewistown and Altoona, three wooden stringer bridges of twenty-five feet span and less, have been replaced by iron girders, and two overhead farm bridges rebuilt.

The bridges on the Hollidaysburg Branch have all been put in good condition.

The bridges on the main line of the Pittsburg Division being all of stone or iron, very trifling repairs are required. One overhead road bridge near East Liberty, has been renewed. The superstructure of the wooden bridge over the Conemaugh, on the Indiana Branch, is now being renewed with heavier materials, to meet the increased business and larger engines from the Western Pennsylvania Railroad.

Stone masonry, for various purposes of renewal and construction during the year, has been built as follows:

Philadelphia Division, - - -	17,808
Middle " - - - -	11,662
Pittsburg " - - - -	13,215
T. & C. and B. E. V. Branches, - -	3,066
	45,751 Perches.

ENGINE HOUSES AND MACHINE SHOPS.

The work at West Philadelphia shops has been progressing steadily, and with as much rapidity as the supply of materials would permit. The following buildings are completed, and some of them occupied, viz: car shop, 83 by 280 feet; paint shop, 51 by 133 feet, two stories in height; shop for planing and sawing, 67 by 133 feet; blacksmith shop, 70 by 163 feet; engine and boiler house, 18½ by 65 feet; and office, two stories in height, 29 by 48 feet. On the north side of the car shop is a pit for transfer table, which is now in use, and beyond this, another set of buildings is in progress, as follows: machine shop, 83 by 280 feet, and engine house, 18½ by 65 feet, both of which have the walls up, but no roof as yet; blacksmith shop, 70 by 163 feet, and boiler shop, 55½ by 80 feet, under roof and nearly completed. Still further north, about three-fourths of the stone foundations are constructed for an engine house, of capacity for forty-four locomotives. The surface of the ground upon which these buildings are located, being much below the established grade of the tracks, a considerable amount of filling is required, the work of which is now being prosecuted with vigor.

The engine house for Maintenance of Way engine at Paoli, has been enlarged so as to accommodate the engine used for passenger train between that place and Philadelphia.

The dilapidated brick building, opposite the head of the Canal basin, at Columbia, is now being rebuilt with some modifications, to be used as a car house for local passenger trains. The old engine house at Harrisburg, has been taken down and a large portion of the materials used in the construction of a warehouse.

The following work has been done on Middle Division, viz: floor of engine house at Mifflin renewed; house built at Huntingdon for drying sand for engines; extension of machine shops at Altoona completed; and a frame building, 50 by 110 feet, erected for car work, planing machines, &c., &e.

At Wall's Station, on Pittsburg Division, the engine house has been extended to accommodate another locomotive.

WOOD, COAL, AND WATER STATIONS.

Plain but substantial wood sheds have been erected at Paoli. A stand pipe has been placed convenient to each track at Lancaster, so that water can be taken while the trains are discharging and receiving passengers, thereby saving an extra stop for fast trains. Stand pipes have also been put up in the western part of the city, from which freight trains can obtain water without obstructing streets.

New houses and tubs have been erected at Dillerville and Mount Joy. A stand pipe for use of shifting engines, has been placed between passenger and freight stations at Harrisburg.

At Thompsontown, the wood sheds have been rebuilt and the reservoir completed. A wood platform and stand pipe have been erected at Huntingdon for the convenience of westward bound passenger trains. Two additional tubs have been put up at Spruce creek.

A stone reservoir, 25 feet in diameter, has been constructed at Gallitzin, and one of 40 feet at Conemaugh. At Irwin's, a small steam engine has been placed to pump water from Brush creek, the supply from springs not being sufficient in dry seasons. The wood sheds at Pittsburg have been removed to afford space for side tracks, and two small sheds erected for wood and coal, one on either side of the engine house. An additional well has been sunk at East Liberty, and another steam engine employed to insure a full supply of water for stock yards.

PASSENGER AND FREIGHT STATIONS.

A bulkhead has been extended across the dock north of the Delaware depot at Washington street, the dock filled up, and

two new sidings laid for the accommodation of business at this point. At the freight depot at Thirteenth and Market streets, some of the tracks have been renewed, and repairs made to the floors. A covered platform 78 by 205 feet, has been constructed on the east side of Thirtieth street, for the reception of coal oil for city consumption.

The stone building on Market west of Thirtieth street, has been fitted up for the accommodaton of passengers and ticket office, a frame car shed, 57 by 137 feet, connected therewith, and baggage rooms 17½ by 83½ feet, constructed of brick. On the 16th of October, the Philadelphia passenger station was established at this place, and the station at Eleventh and Market streets abandoned.

A passenger station and dwelling house have been erected at Merion; a building for passengers and freight at Bainbridge; a frame warehouse, 101 by 130 feet at Harrisburg; one of 30 by 50 feet at Haley's station, and one of 24 by 60 feet at Marysville; the latter is placed between the Pennsylvania and Northern Central Railroads, and is intended for transfer of freight. The building at Duncannon, a portion of which was formerly rented, has been purchased and fitted up as a passenger station and dwelling for agent. General repairs and some changes in interior arrangements have been made at passenger stations at Newport and Tyrone. The warehouse at Millerstown has been raised and repaired. The Mifflin warehouse has been set back from the road to allow space for an additional siding in front, and put in good condition. A brick warehouse 30 by 80 feet has been erected at Mill creek, and a siding laid back of the warehouse at Huntingdon.

A frame building, 30 by 60 feet, has been constructed at Gallitzin for passengers and freight, and small station houses put up at Kittanning Point, Conemaugh Furnace, and Torrens. A neat and commodious passenger station has been erected at Cresson, the ground in the vicinity leveled off, and plank platforms laid down to a considerable extent. The passenger station at Johnstown has been moved back, so as to allow more space between the building and tracks. Some improvements

have been made at Braddock's Field, and other stations on Pittsburg division. The improvments at East Liberty stock yard are completed, with the exception of a blacksmith shop and a few small jobs, which are in progress. The four story brick passenger station at Pittsburg is roofed in, the interior work is progressing with spirit, and some of the lower rooms are now being prepared for the accommodation of passengers. In consequence of delays in procuring materials, it was found impossible to complete during thepast season, the iron car shed as originally designed; in order, therefore, to bring the new depot speedily into use, and remove the passenger trains from the tracks on Liberty street, whicl was very desirable on many accounts, it was concluded to ereeta temporary shed, which has been done.

One track and sufficient sidings or present use being laid, it is expected that in the early part o' next month, the passenger business can be transferred to the new depot.

REAL ESTATE.

The following properties have been added to the real estate of the Company:

Several lots on Mansion and Hamilton streets, Philadelphia.

Lot at Merion station, Montgomery County.

Lot at Midway, and one at Parkesburg, Chester County.

Lot at Leaman Place; four lots at Columbia; lot at Bainbridge, and one at Landisville, all in Lancaster County.

Six acres of land west of Harrisburg shops, Dauphin county, for new sidings.

Lot for warehouse at Haley's staion, and house and lot at Duncannon, Perry county.

House and lot at Huntingdon, for passenger station, and tract of land for stone quarries, at Warrior Ridge, Huntingdon County.

Lot for warehouse at Birmingham, and house and lot at Tyrone, in Blair county.

Two lots at Cresson for passenger and freight stations, and lot for reservoir at Conemaugh, in Cambria County.

House and lot at Larimer's, in Westmoreland County.

Five acres of land immediately east of Pittsburg shops, for additional sidings.

Several lots on Quarry street, Pittsburg.

The following land has been sold, not being required for railroad purposes:

Lot at West Chester Intersection, Chester County.

Five lots at Gaysport, Blair County.

Lot near Gallitzin, Cambria County.

Tract of eighty-four acres near Stewart's station, Westmoreland County.

FUEL.

The consumption of fuel during the year, was as follows:

	Cords of Wood.	Net Tons of Coal.
Philadelphia Division, - - - -	8,613	25,976
Middle " - - - -	15,639	75,141
Pittsburg " - - - -	11,865	65,227
T. & C. and B. E. V. Branches,	719	4,892
Consumed by Locomotives, - -	36,836	171,236
" at Shops, Stations, &c.,		13,476
Total, - - - - - - -	36,836	184,712

The stock on hand January 1, 1865, was as follows:

	Cords of Wood.	Net Tons of Coal.
Philadelphia Division, - - - -	2,735	7,619
Middle " - - - -	134	6,465
Pittsburg " - - - -	1,500	374
T. & C. and B. E. V. Branches,	615	26
Total, - - - - - -	4,984	14,484

The rolling stock in the regular service of this department, consists of 14 locomotives, 15 box or cabin cars, 100 eight-wheeled trucks, 111 four-wheeled dumps, 145 hand cars, 168 hand trucks, 7 four-wheeled derrick cars, and 2 four-wheeled timber trucks. Extra engines and cars have been required at various periods during the year for moving materials.

BRANCH ROADS.

The East Brandywine and Waynesburg road having been put in good condition previously, has been kept up during the past year with moderate expense, and without any demand for new work.

On the Tyrone and Clearfield road, the road bed has been greatly improved by ditching, sloping of cuts, widening of embankments, and rebuilding of culverts and bridges. The track has been raised with stone ballast, and put in good condition, both as to alignment and surface. On all curves of short radius, the 45 pound rails and hemlock ties have been replaced by rails of 64 pounds per yard and oak ties. At Tyrone the wooden turn-table has been removed, and the siding for passenger trains extended. A considerable amount of grading has been

done in the vicinity of the new engine house, and some extensions made to sidings.

The high embankment near the twelve mile post still continues to settle, but as the subsidenee is gradual, the track has been kept in good order, and no detentions oceasioned to trains.

In the early part of the year, grading was done for a "Y," near Powelton, and the traeks laid for the use of engines engaged in moving eoal from that point. New sidings have been eonstructed at the "Summit," Sandy Ridge, Powelton, Osceola, and Philipsburg. The total amount of new track laid during the year is $2\frac{3}{10}$ miles. Grading is now in progress for a "Y," and sidings at the "Summit," and for extensions at Philipsburg. At the latter place, a passenger station 20 by 50 feet, and a temporary warehouse 30 by 50 feet, have been built, and a permanent warehouse 30 by 90 feet, is now in progress.

A brick house has been eonstructed at Tyrone for fifteen engines, for eight of whieh aceommodations are now completed. Additions have been made to the blacksmith shop, and a brick building erected for storing and drying sand. At Philipsburg, a frame house for two engines, and an iron turn-table have been eonstructed.

At Mount Pleasant, a suitable building and tub of thirteen feet diameter, have replaeed the temporary water arrangement. Dwelling houses for foremen, have been built at Bald Eagle Junetion, and Osceola. Lots of ground for building purposes, have been procured at Tyrone, Bald Eagle Junction, Dunbar, and Philipsburg. The length of road from Tyrone to Philipsburg is $23\frac{1}{2}$ miles, and the total extent of track including sidings is $27\frac{4}{10}$ miles.

The Bald Eagle Valley Railroad, from Tyrone Junction to Milesburg, is in good condition, having been well drained and ballasted during the past year. The seetion from Milesburg to Howard $9\frac{2}{10}$ miles in length, was opened for travel in August last, since which date a considerable amount of ditching and ballasting has been done.

On the first of December, the remaining portion of the road from Howard to Lock Haven, a distanee of $14\frac{3}{10}$ miles, was

turned over to this department. The track having been laid without ballast, and the road bed imperfectly graded, without sufficient width in the cuts for drainage, a large amount of work remained to be done before the road could be rendered fit for use. A force was immediately organized, and every effort has been used to urge the work forward, but the severity of the weather has proved a serious obstacle in the way of sloping and ditching, which were the first things to be done. As a few days of mild temperature would render this piece of road almost impassable, and as water stations, accommodations for passengers and freight at Lock Haven, and other facilities, are yet to be provided, it is deemed unadvisable to extend travel beyond Howard, until matters can be put in better shape.

The following items of work have been done since the date of my last report: Sidings have been extended 440 feet at Port Matilda, and 750 feet at Bellefonte. An old engine house at Milesburg, has been fitted up as a temporary passenger and freight station; a warehouse, 18 by 30 feet, erected at Howard; and a building put up at Bellefonte for passengers and freight 32 by 100 feet. Water stations with tubs of 13 feet diameter, have been constructed at Snowshoe Junction, and Holter's; and small passenger sheds placed at Bald Eagle, Port Matilda, Julian, Curtin, and Howard stations.

The distance from Tyrone Junction to Lock Haven, is $51\frac{2}{10}$ miles, and the total length of track, including sidings, is $52\frac{6}{10}$ miles.

The largely increased amount of work upon the Tyrone and Clearfield, and Bald Eagle Valley Railroads, has rendered it necessary to detach them from the Middle division, and form them into a separate division under the charge of a Resident Engineer.

On the Ebensburg and Cresson Railroad, some sloping and ditching have been done; a new siding 406 feet in length laid at Bradley's station, and 419 feet of extension made at Ebensburg. The road is in good condition.

The grading for two additional tracks through the premises of the Pennsylvania Railroad Company, for the accommodation

of the Junction Railroad traffic, has been completed to a point 267 feet north of Market street, and the material has been removed to a depth of 12 feet up to Market street, leaving a depth of about 18 feet for 267 feet in length to be excavated, at which work as large a force is now employed as can be worked to advantage.

In concluding this report I may be permitted to add, that although all the improvements required to meet the increased business of the road have not been made as rapidly as desired, and some have been deferred on account of the difficulty of procuring labor and materials, yet a review of what has been accomplished, will show a very large amount of work done in the course of the year.

Very respectfully,

WM. HASELL WILSON,

Chief Engineer.

REPORT

OF THE

CHIEF ENGINEER

OF THE CANAL DEPARTMENT.

CANAL DEPARTMENT, PENNA. R. R. CO.
CHIEF ENGINEER'S OFFICE,
Harrisburg, January 23, 1865.

To the President and Directors of the
Pennsylvania Railroad Company.

GENTLEMEN:—The operations on the Main Line Pennsylvania Canal for the past year are embraced in the following Annual Report.

The water was let into the Eastern Division on the 1st day of April, and the Canal was in good navigable order on the 6th. On the other Divisions the navigation opened earlier. On the 10th of December the Canal was closed by the ice at all points, giving only 248 boating days. There were at different points occasional interruptions to the navigation from sunken boats, high water, breaks, &c.

The only serious delay was caused by a break at Bainbridge, suspending business between Middletown and Columbia for a period of seven days. The West Branch and Susquehanna, and the Wyoming Valley Canals did not open until about the first of

May; and the business season did not fairly commence until that time, as will appear by the following statement of the earnings by months:

In January, the receipts were	-	-	$850 77
" February, " "	-	-	65 05
" March, " "	-	-	1,617 26
" April, " "	-	-	15,882 96
" May, " "	-	-	43,473 52
" June, " "	-	-	42,586 86
" July, " "	-	-	45,125 73
" August, " "	-	-	47,402 55
" September, " "	-	-	43,537 48
" October, " "	-	-	29,626 75
" November, " "	-	-	30,464 08
" December, " "	-	-	7,982 22
Total receipts,	-	-	$308,615 23

The Earnings due to the Eastern Division were		$253,787 57
" " Lower Juniata,		24,738 84
" " Upper Juniata,		4,793 92
" " Western,	- -	12,174 72
Incidental receipts,		13,120 18
Total,	- - - -	$308,615 23

The shipments of coal stopped almost entirely in the month of September, and the trade only partially revived during the remainder of the season.

In the aggregate the tonnage did not vary much from that of the previous year; the lumber increased 13,260 tons; the coal fell off 4,142 tons; the miscellaneous trade shows a decrease of 4,767 tons; and on the whole the increase is 4,352 tons.

The total Coal amounted to	- - -	629,820 tons.
" Lumber, "	- - -	196,940 "
" Grain, "	- - -	13,171 "
And the Miscellaneous "	- - -	212,413 "
Total tonnage for the year,	- -	1,052,344 tons.

The coal came from the following places:—

From the Wyoming Canal,	375,719 tons.	
" Wiconisco, "	108,803 "	
" Sunbury,	42,144 "	
" Trevorton,	32,967 "	
" North Branch Canal,	32,027 "	
" Huntingdon,	23,527 "	
" Pine Grove,	2,980 "	
" Hollidaysburg,	6,307 "	
" Points on Western Divisions, &c.,	5,346 "	
		629,820

The coal was consigned as follows:—

To points on the Pennsylvania Canal,	271,827 tons.	
" Baltimore,	184,480 "	
" Havre De Grace—Tide Water Canal,	98,122 "	
" Delaware City,	31,295 "	
" Points on the Union Canal,	19,166 "	
" Philadelphia and New York,	23,507 "	
" W. B. & Wyoming Canals–Gas Coal,	1,423 "	
		629,820

The lumber came from the following places, thus:—

From points on the W. B. and Susquehanna Canal,	174,405 tons.	
From points on the North Branch Canal,	1,651 "	
From points on the Pennsylvania Canal,	20,884 "	
		196,940

The lumber was consigned as follows:—

To New York,	5,123 tons.	
" Philadelphia,	72,888 "	
" Baltimore,	64,083 "	
" Havre De Grace,	21,958 "	
" Delaware City,	227 "	
" Points on Pennsylvania Canal,	25,040 "	
" Points on Union & Schuylkill Canals,	7,237 "	
" Other places,	384 "	
		196,940

The grain trade amounted to 470,404 bushels, or 13,171 tons, and came from the following places:—

From the North Branch and Wyoming Valley Canals,	566 tons.	
From the West Branch and Susquehanna Canal,	2,935 "	
Points on the Pennsylvania Canal,	9,670 "	
		13,171

The *up* freight amounted to 122,796 tons, as follows:

Iron Ore, from the Union Canal	67,092 tons.	
Iron Ore, from the Tide Water Canal,	13,384 "	
Miscellaneous freight,	42,320 "	
		122,796

The up freight was consigned as follows:

To points on the Eastern Division, Pennsylvania Canal,	69,276 tons.	
To points on the Juniata Division, Pennsylvania Canal,	5,417 "	
To the Wyoming, and other Canals,	48,103 "	
		122,796

The Tolls have conformed generally to the rates adopted by the Canal Commissioners for the State, in 1857.

It is hardly necessary to say, that rates which may have been remunerative then, are not so now, when materials and labor have advanced three-fold. The Canals have been greatly improved and enlarged, whereby boatmen are enabled to carry much heavier loads at less cost. The tolls should be increased; and I earnestly call your attention to this subject, in order that measures be taken to have fair paying rates fixed for the future.

The total receipts from all sources for the year were—		$308,615 23
The expenses for operating the Canals,	$71,922 49	
And for Maintenance, and ordinary repairs,	110,886 77	
		182,809 26
		125,805 97
Expense of enlargement, and extraordinary repairs,		127,746 06
Loss,		$1,930 09

There remains over and unexpended of the net earnings of the previous years, - - $95,446 12
And there are on hand materials, tools, flats, boats, &c., procured mostly for the enlargement of the Canals, the cash value of which is - - 92,986 64

The cost of the most important mechanical structures built, or finished during the year, were as follows:

EASTERN DIVISION.

Two cut stone locks, each with double chambers,	$35,455 32		
One crib and stone lock, single chamber, - -	8,423 78		
One stop lock at the junction, - - -	936 57		
		44,815 67	
Eight farm bridges and one road bridge, - -	4,096 02		
Siding and roofing Clark's Ferry bridge, - -	12,926 70		
		17,022 72	
Vertical walls, rebuilt, - -		5,874 66	
			$67,713 05

LOWER JUNIATA DIVISION.

Jackstown aqueduct, three spans of 110 feet each.

Iron Superstructure, enlarged,	$28,744 23		
Painting, - - - -	1,181 64		
Removing old superstructure, - - -	1,271 01		
Repairing and raising stone work, - - -	3,525 11		
Widening river channel,	461 69		
		35,183 68	
Amounts carried forward, - -		$35,183 68	67,713 05

Amounts brought forward, -	$35,183 68	$67,713 05
Buffalo Creek aqueduct, 5 spans, cut stone, enlarged, - - -	7,326 94	
One cut stone lock, enlarged, - -	12,807 97	
One cut stone and crib lock, enlarged,	8,234 15	
Two locks thoroughly repaired, above Huntingdon, - - -	4,662 34	
Eight new bridges, - - -	2,563 37	
		70,778 45

UPPER JUNIATA DIVISION.

Two locks thoroughly repaired, -	$3,471 20	
Four new bridges, - - -	755 37	
Three new lock houses, - -	956 71	
		5,183 28
		$143,674 78

A part of the materials for this work were bought and paid for in 1863.

There was paid for Real Estate purchased during the year, - - - - - $2,829 50

The Pennsylvania Rail Road Company came into possession of the Canals on the first of August, 1857. The profit or loss on each Division up to 1864 inclusive, has been as follows:

PROFIT

On the Eastern Division,	$610,299 77	
Incidental receipts,	55,355 71	
		665,655 48

LOSS

On the Western Division,	$123,469 69	
" Upper Juniata,	252,298 66	
" Lower Juniata,	194,441 01	
		570,209 36
Total profits, - - - - -		$95,446 12

The expenses in the same time, on all the Divisions have been

For ordinary repairs,		$353,109 21	
" Operating or transportation expenses, - - - - -		289,036 20	
			642,145 41
" Extraordinary repairs, removals of mechanical structures, and enlargement of Canal, - -			964,219 81
Total expenses, - - -			$1,606,365 22

Work proposed to be done before the opening of Canal next spring; and the estimated expenses required.

EASTERN DIVISION.

New Aqueduct over Fishing Creek, - - -	$3,500 00		
Repairs to four other Aqueducts, - - -	500 00		
		4,000 00	
One new Bridge and four new Aqueducts, - - -		1,500 00	
Repairing break at Chiques, caused by ice gorge, and cleaning out Canal Bed,		8,500 00	
Repairs to culverts and waste ways, - - - - -		1,000 00	
One new lock, double chamber,	9,000 00		
Repairs to other locks,	3,300 00		
		12,300 00	
			$27,300 00

LOWER JUNIATA DIVISION.

Repairs to Coqualamus Aqueduct, - - - -	$800 00		
Repairs to other Aqueducts,	500 00		
		1,300 00	
Three new bridge superstructures, and four new abutments, - - - -		1,650 00	
Cleaning out Canal Bed,		3,000 00	
Repairs to culverts, - -		1,225 00	
Five new waste ways, - -	1,876 00		
Repairs to others, - -	100 00		
		1,976 00	
Repairs to locks, - -		2,200 00	
			11,351 00

UPPER JUNIATA DIVISION.

Thorough repairs to Aqueduct, over the Juniata river at Ætna furnace, - -	$825 00		
Repairs to other Aqueducts,	75 00		
		900 00	
New bridge at Williamsburg,		140 00	
Thorough repairs to one lock,		1,125 00	
Clearing out Canal bed,		600 00	
			2,765 00
			$41,416 00

It is not proposed to continue the work of enlargement at the present high prices of materials and labor. The Canal at the opening of the navigation next spring will be generally in good repair, and the expenses for the incoming year will be greatly reduced.

The register at the Harrisburg Collector's office shows that 1,143 boats were in use during the season; of these 43 were built

during the year. Four per cent. only of those in use the previous year were abandoned as worn out. The average tonnage of the old boats was 93 tons, of the new ones 110 tons. The heaviest cargo carried in a single boat was 127 tons. The boats were loaded to 3 feet 4 inches, and 4 feet depth of water.

The result of the experiments with steam, as a motive power on canal, has been favorable.

The steamer New Era was finished, and commenced running with a boat in tow in June last. This boat and barge are calculated for carrying coal—to run upon the canal and the bay. Their cost was as follows:

For the steamboat, - - - -	$1,950 07	
" " machinery, - - - -	2,727 24	
" Putting machinery into boat, -	831 63	
" the furniture, - - - -	93 43	
		5,602 37
" " barge, - - - - -		1,514 15
Total cost, - - - -		$7,116 52

The boat has two engines, 10 inch cylinders, and 15 inch stroke, a return flue boiler, and two propellers.

The steamboat was built much on the model of an ordinary canal boat, and cost but little more. It answers well the purpose intended, but the machinery can doubtless be greatly improved, made lighter, more compact, less expensive, and use less fuel.

This steamboat and barge carried to market in four months 1,580 tons of coal, running from Pittston, Wilkesbarre and Millersburg,—to Havre De Grace, Baltimore and Delaware City, making eight round trips. The distance run was 2,800 miles. The two boats were manned with a single crew of five men. They ran only in the day time, averaging on canal three miles per hour, and on the bay six miles.

The fuel used was anthracite coal, 94 tons, being 67 pounds per mile run.

The expenses were as follows:

For fuel,	$743 62
For tolls and rent of boats,	2,185 95
For wages of crew,	1,391 00
For oil and waste,	18 13
For repairs to boats,	21 00
For license and boat tax,	17 84
For incidentals,	16 50
Total expenses,	$4,394 04

The expenses per ton per mile on the freight carried were:

For tolls and use of boats,	8 mills.
For all other expenses,	8 " nearly.
Total,	16 " per ton per mile.

One cent and three-fifths, per ton per mile for the distance the coal was carried covers all expenses, including the expense of returning the boats light.

Portions of the canals are shallow, having only 4 feet depth of water, and some of the locks are only 15 feet 8 inches wide, limiting the cargoes carried to about 200 tons each.

If the canals were 5 feet deep throughout, and locks 17 feet wide, 280 tons could be carried, and on six feet water 350 tons.

No injury is done to the canal banks by the action of the propellers, nor are the locks or other mechanical structures damaged, or more liable to injury in any way by steamboats than by the use of the ordinary canal boats.

No difficulty was encountered in passing boats, nor trouble of any kind with boat horses.

The New Era and barge made two trips to Baltimore and five to Delaware City, navigating the bay with safety, in good and bad weather, averaging six miles per hour with her ordinary cargo of 200 tons. The machinery is so arranged that the engineer has the rudder in charge. He steers the boat and works the engine at the same time.

For the sueeessful working of steamboats, it is neeessary that the several eonneeting lines of eanal, extending from the eoal regions to tide water, be put in good repair. That there shall be throughout not less than five feet depth of water, and that the loeks be all made at least 17 feet wide. This would enable the tonnage of boats to be inereased 40 per eent.

With these improvements a profitable business can, in my judgment, be done with steamboats.

These repairs would eost but little eompared with the advantages gained. Three-fourths of the whole distanee, or more, the eanals are in good repair, and of the full size and eapacity above named. It is the true policy of the several Canal Companies to improve their respeetive canals, at least to this extent, whether steam power be used on them or not.

Canal steamers, eapable of navigating the bay, arriving at Havre De Graee with eargoes of 200 tons or more, have deeided advantages for a very extended market upon the tributaries of the Chesapeake and Delaware bays, not approaehed by other improvements.

The first steamboat, built in 1862, ealled the Blaek Hawk, intended for distributing building materials, with engines eomplete, cost $2,950.

The little steamer Viei was finished in August last, and has been in eonstant use ever sinee as a ferry boat at Columbia, paying a good interest on its eost—$4,163.

Mr. A. J. Whitney, my Principal Assistant Engineer, has been instrumental mainly in getting up the machinery of these steamboats. He has given the subject mueh thought, and is confident of its ultimate sueeess.

I am aware that all efforts heretofore made to introduee steam as a motive power on the inland canals of this eountry, have ended in failures, but the sueeess attending the experiment here made, so far as it has gone, justifies further trial.

The annexed tabular statements Nos. 1, 2, and 3, give in detail the expenses for the year. Statement No. 4 gives the expenses, receipts, &c., by Divisions, since August 1st, 1857. And statement No. 5 shows the structures that have been built new, those thoroughly repaired, and those not yet re-built or repaired.

Respectfully submitted,

THOS. T. WIERMAN,

Chief Engineer.

ANNUAL REPORT. CANAL DEPARTMENT.—STATEMENT No. 1.

Showing the Expenses, Receipts, Profit or Loss, on each Division for the year 1864.

	Miles.	EXPENSES.			Total Expenses.	Total Receipts.	Profit.	Loss.
		Ordinary.	Enlargement.	Transportation.				
Eastern Division	46	$50,548 69	$69,030 05	$34,216 19	$153,794 93	$253,787 57	$99,992 64	
Lower Juniata Division	90	31,492 52	48,952 81	10,993 11	91,438 44	24,738 84		66,699 60
Upper Juniata Division	37	16,604 54	9,763 20	8,753 84	35,121 58	4,793 92		30,327 66
Western Division	73	12,241 02		17,959 35	30,200 37	12,174 72		18,025 65
Incidental Receipts						13,120 18	13,120 18	
Totals	246	$110,886 77	$127,746 06	$71,922 49	$310,555 32	$308,615 23	$113,112 82	$115,052 91
								113,112 82
						Loss for the year 1864		$1,940 09

ANNUAL REPORT. CANAL DEPARTMENT.—STATEMENT No. 2.

Showing in Detail the Expenses of Operating the Canal for the Year 1864.

	East'n Division.	Lower Juniata Division.	Upper Juniata Division.	Lower Western Division.	TOTAL.
Labor	$2,682 18				$2,862 18
Watchmen				52 73	52 73
Lock-Keepers	6,767 83	2,726 70	2,033 22	792 11	12,319 86
Weighmasters	351 41	60 00	16 00		427 41
Collectors	3,945 13	912 99	448 09	1,291 59	6,597 80
Stationery, Printing and Office Expenses.	1,252 23	305 26	170 73	250 58	1,978 80
Rents and Furniture	202 56	33 00		7 50	243 06
Superintendence	1,600 99	666 82	484 41	631 49	3,383 71
* Incidentals	1,084 00	5,213 80	5,103 63	14,102 78	25,504 21
Drawbacks and Overcharges	10,322 69	35 02			10,357 71
Tonnage Tax—State	1,615 89	636 30	428 98	636 30	3,317 47
United States Excise Tax	4,211 28	403 22	68 78	194 27	4,877 55
Amounts	$34,216 19	$10,993 11	$8,753 84	$17,959 35	$71,922 49

* $24,259 84 of the Incidental Expenses was paid to liquidate old claims.

ANNUAL REPORT. CANAL DEPARTMENT.—STATEMENT No. 3.

Showing in Detail the Maintenance of Canal Expenses for the Year 1864.

	EASTERN DIVISION.		LOWER JUNIATA DIVISION.		UPPER JUNIATA DIVISION.		WESTERN DIVISION.	TOTAL.		AMOUNT.
	Repairs.	Enlargem't.	Repairs.	Enlargem't.	Repairs.	Enlargem't.	Repairs.	Repairs.	Enlargem't.	
Tools	$2,431 81		$4,752 32		$4,525 77		$2,317 98	$14,027 88		$14,027 88
Materials	8,924 60		1,436 58		991 28			11,352 46		11,352 46
Repairs, Houses	1,107 14	3,074 12	597 66	2,176 88	202 07	1,357 00	9 62	1,916 49	6,608 00	8,524 49
" Bridges	1,352 09	6,978 90	275 98	3,434 12	584 93	1,152 54	2,005 69	4,218 69	11,565 56	15,784 25
" Locks	2,654 89	37,360 44	9,397 62	17,595 57	1,835 62	2,401 29	438 51	14,326 64	57,357 30	71,683 94
" Aqueducts	4,495 58	8,853 45	495 60	22,073 84	631 47	4,852 37	351 23	5,973 88	35,779 66	41,753 54
" Dams	1,066 77	184 00	2,142 35		1,036 15		308 86	4,554 13	184 00	4,738 13
" Culverts		410 22	610 08	844 19	42 35		109 06	761 49	1,254 41	2,015 90
" Waste-Ways and Sluices	180 53	1,224 11	386 11	2,117 04	133 41		128 17	828 22	3,341 15	4,169 37
" Slope and Vertical Wall	46 76	4,338 26			21 87			68 63	4,338 26	4,406 89
" Canal Bed and Banks	8,986 37	6,606 55	7,122 09	711 17	4,082 03		3,462 42	23,652 91	7,317 72	30,970 63
Watchmen	357 36		169 51		12 05		287 69	826 61		826 61
Boats and Flats, and Repairs of	9,847 37		498 46		213 23		69 76	10,628 82		10,628 82
Rents and Furniture	599 43		194 33		19 42		48 61	861 79		861 79
Stationery, Printing, and Office Expenses	817 99		337 99		246 72		296 42	1,699 12		1,699 12
Taxes and Real Estate	3,110 18		470 11		92 84		77 06	3,750 19		3,750 19
Superintendence	2,430 01		1,958 90		1,277 38		1,368 33	7,034 62		7,034 62
Incidentals	2,139 81		646 83		655 95		961 61	4,404 20		4,404 20
Amounts	$50,548 69	$69,030 05	$31,492 52	$48,952 81	$16,604 54	$9,763 20	$12,241 02	$110,886 77	$127,746 06	$238,632 83

ANNUAL REPORT. CANAL DEPARTMENT.—STATEMENT No. 4.

Showing the Expenses, Receipts, Profit or Loss, on each Division from August 1, 1857, to December 31, 1864.

	Miles.	EXPENSES.				Total Expenses.	Total Receipts.	Profit.	Loss.
		Ordinary.	Extraor'y.	Total Maintenance.	Transport'n.				
Earnings and Expenses on all Divisions in 1857, from August 1st		$23,511 10	29,771 92	53,283 02	19,907 08	73,190 10	92,433 50	19,243 40	
Eastern Division	46	133,346 76	423,864 95	557,211 71	140,182 54	697,394 25	1,288,450 62	591,056 37	
Lower Juniata Division	90	84,377 53	226,515 11	310,892 64	40,611 74	351,504 38	157,063 37		194,441 01
Upper Juniata Division	37	38,647 44	215,217 81	253,865 25	21,750 71	275,615 96	23,317 30		252,298 66
Upper Western Division	30	13,900 61	3,571 72	17,472 33	6,008 15	23,480 48	6,550 98		16,929 50
Lower Western Division	73	59,325 77	65,278 30	124,604 07	60,575 98	185,180 05	78,639 86		106,540 19
Incidental Receipts							55,355 71	55,355 71	
Totals	276	$353,109 21	964,219 81	1,317,329 02	289,036 20	1,606,365 22	1,701,811 34	665,655 48	570,209 36
								570,209 36	
Total Profit since August 1, 1857								$95,446 12	

ANNUAL REPORT—1864. CANAL DEPARTMENT.—STATEMENT No. 5.

Showing the Number of Mechanical Structures Built new; the Number Repaired and now in good Condition; the Number that will be Rebuilt or Repaired during the winter of 1864–5; *and the Number that has not yet been Rebuilt or thoroughly Repaired.*

	Eastern Division.				Lower Juniata Division.				Upper Juniata Division.				Western Div.	
	Built New.	Repaired and in good condition.	Will be Rebuilt or thoroughly Repaired by opening of Navigation—1865.	Not Repaired or Rebuilt.	Built New.	Repaired and in good condition.	Will be Rebuilt or thoroughly Repaired by opening of Navigation—1865.	Not Repaired or Rebuilt.	Rebuilt New.	Repaired and in good condition.	Will be Rebuilt or thoroughly Repaired by opening of Navigation—1865.	Not Repaired or Rebuilt.	Built New.	Repaired.
Number of Aqueducts	4	2	1	2	10	1	1	9	5	1	1		2	2
Length of Aqueduct, Superstructure, feet	363	406	77	114	2,190	128	107	442	446	126	206		260	
No. of Road and Farm Bridges, Superstructure	90		1	3	71	2	3	6	25	4	1	9	97	4
" " Tow-Path Bridges across Rivers, Superstructure	1								5					
" " Small Bridges over Rivulets and tails of locks					6			3	9	10		4		
" " Culverts	3	16	1	1		39	4	12		2			1	
" " Dams	1	1			3½			11½	12			2		
Length of Dams, feet	1,955	548			2,249			582	2,893			479		7
No. of Houses	13	5	2	8	4	16		10	4	21	1	4	2	
" " Offices	4			1	1								2	
" " Shops, Stables, and other Buildings	17	2		2		1			2				1	
" " Locks, Double Chambers	8		1	4										
" " " Single Chambers	4	3		3										
" " " Wide Chambers, Juniata Divisions					9				8					
" " " Narrow Chambers, Juniata Divisions					2	12	3	15	36		1	1	2	2
" " Waste Ways and Overflows	14	5	1		15	5	5	11	10	8		5	4	4

REPORT OF THE AUDITOR.

ACCOUNTING DEPARTMENT, PENNSYLVANIA R. R. CO.
Philadelphia, January 1, 1865.

To the President and Directors
of the Pennsylvania Railroad Company.

GENTLEMEN:—I herewith submit the annexed Statements, containing the statistical information annually furnished from the records in this Department, and exhibiting in detail the operations of the Transportation Departments of the Pennsylvania Railroad, the Philadelphia and Erie Railroad, and the Main Line Pennsylvania Canal, for the year ending December 31, 1864.

Very respectfully,

SAMUEL G. LEWIS,
Auditor.

MEMORANDUM EXHIBIT OF THE EARNINGS AND EXPENSES, ETC. OF THE ROAD, FOR 1864.

Total Earnings for the year 1864:

From Transportation of Freights and Tolls from Individual Cars, - - -	$10,361,999 32
From First Class Passeng's, (including U. S. Tax,)	3,239,990 77
" Emigrants, (including U. S. Tax,) - -	94,904 37
" Adams' Express, (Regular,) - - -	75,900 00
" " " (Extra,) - - -	269,511 12
" Carrying U. S. Mails, - - - -	76,830 16
" " Gov't. Troops, (includ'g U. S. Tax,)	511,773 88
" Rent from Workmen's and other Houses, -	47,852 02
" Individuals and Companies, 1862, - -	4,360 03
" Sundry Sources, - - - - -	75,935 99
	$14,759,057 66

The Total Expenses are as follows, viz.:

Motive Power,		
Ordinary, - - -	$2,536,666 79	
New Locomotives, -	613,691 97	
New Tools and Mach'y,	105,693 56	
		$3,256,052 32
Conducting Transportation,		
Ordinary, - - -	2,624,916 58	
New Build'gs & Exten's,	406,614 79	
		3,031,531 37
Maintenance of Way,		
Ordinary, - - -	2,057,547 85	
Extension of Second Track and Sidings,	191,220 28	
		2,248,768 13
Maintenance of Cars,		
Ordinary, - - -	853,929 12	
New Freight Cars, -	928,792 07	
New Passenger Cars,	222,271 85	
		2,004,993 04
General Expenses,		
Ordinary, - - - - -		152,599 33
Making Total Expenses, -		10,693,944 19
Net Earnings to balance, -		4,065,113 47
		$14,759,057 66

And showing the following Transportation Balance Sheet:

DR.

To amount of Stock on hand, Jan'y 1, 1864, -	$775,938 34
Do Bills during 1864, - - -	10,444,959 76
Do Pay Rolls during 1864, - -	4,039,600 16
	$15,260,498 76

CR.

By amount of Expenditures in the following Departments, viz.:	
Motive Power, - - - - - - -	$3,256,052 32
Conducting Transportation, - - - -	3,031,531 37
Maintenance of Way, - - - - -	2,248,768 13
Maintenance of Cars, - - - - -	2,004,993 04
General Expenses, - - - - -	152,599 33
Cost of Construction and Equipment of Road,* -	2,745,975 05
Individuals and Companies, (Gen'l Supt's Acc't,)	543,199 00
Road and Shop Stock on hand, Jan'y 1, 1865, -	1,277,380 52
	$15,260,498 76

The Receipts and Expenditures of the Transportation Department of the Philadelphia and Erie Railroad, by the Pennsylvania Railroad Company, (Lessee,) for the year 1864, are as follows, viz.:

RECEIPTS.

From Freights, - - - - - -	$533,140 66
" Tolls on Individual Cars, - - -	11,896 79
" Passengers, - - - - - -	479,822 44
" Expresses, - - - - - -	16,345 16
" U. S. Mails, - - - - -	14,390 03
" Government Troops, - - - -	31,389 18
" Individuals and Companies, (1862,) -	2,679 65
" Sundry Sources, - - - - -	41,484 07
Total Receipts, - -	$1,131,147 98

* Includes Expenditures for "Construction" of Commutation Roads and "Equipment" of Philadelphia and Erie Railroad.

EXPENDITURES.

Conducting Transportation, including 30 per cent. to Philadelphia and Erie Railroad Company, -	$552,954 91
Motive Power, - - - - - - -	234,698 75
Maintenance of Cars, - - - - -	32,485 91
Maintenance of Way, - - - - -	354,163 21
Total Expenditures, -	$1,174,302 78

The details of the above show the Earnings and Expenses due the Philadelphia and Erie Railroad for 1864, as follows, viz.:

Total Receipts, - - - - - - -		$1,131,147 98
Less Amount received on account Individuals' and Company's Expenditures, on account of 1862, -	$2,679 65	
Less Drawbacks and Overcharges refunded, - - - - -	4,632 42	
		7,312 07
Leaving Earnings proper Philad'a & Erie R. R.,		$1,123,835 91

TOTAL EXPENDITURES.

Conducting Transportation, - - - -		$552,954 91
Less 30 per cent. to Philadelphia and Erie Railroad Company,	$335,708 95	340,341 37
Less Drawbacks and Overcharges,	4,632 42	
		212,613 54
Motive Power, - - - - - -		234,698 75
Maintenance of Cars, - - - - -		32,485 91
Maintenance of Way, - - - - -		354,163 21
Working Expenses, - -		$833,961 41

The Balance Sheet for the Philadelphia and Erie Railroad for 1864, is as follows, viz.:

DR.

To amount of Stock on hand, Jan'y 1, 1864, -		$80,996 29
Do	Bills during 1864, - - -	1,364,247 49
Do	Pay Rolls during 1864, - -	616,451 03
		$2,061,694 81

CR.

By amount of Expenditure in the following Departments, viz.:

Conducting Transportation, - - - -	$552,954 91
Motive Power, - - - - - -	234,698 75
Maintenance of Cars, - - - - -	32,485 91
Maintenance of Way, - - - - -	354,163 21
Road and Shop Stock on hand, Jan'y 1, 1865, -	510,568 62
Individuals' and Company's Account, (General Manager,) - - - - - - - -	376,823 41
	$2,061,694 81

Earnings and Expenses of Main Line of Pennsylvania Canal for the year 1864, viz.:

To Amount of Tolls on Lading, - - -		$240,365 04
Do	do Boats, - - - -	31,929 35
Do	do at Outlet Lock, Columbia, -	14,468 00
Do	do at Outlet and Guard Locks, Middletown, - -	1,737 80
To Amount of Bridge Tolls and Ferriages, -		6,994 86
Do	from Miscellaneous Sources, -	13,120 18
	Total Earnings, - -	$308,615 23

By Amount of Expenses in	
Maintenance of Canal Department, - - -	$238,632 83
Canal Transportation Department, - - -	71,922 49
Total Expenses, - -	$310,555 32

Showing an excess in the Expenses of $1,940 09, over Earnings for the year.

The Amount charged to Extraordinary Repairs and Enlargement of Canal during 1864, was $127,746 06.

CANAL STATEMENT No. 1.

Showing in Detail the Expenses of Canal Department for the Year ending Deeember 31st, 1864.

HEADS OF ACCOUNTS.	MAINTENANCE OF CANALS.		Canal Transportation.	TOTALS.
	Repairs.	Enlargem't.		
Aqueducts	$ 5,973 88	$35,779 66		$41,753 54
Boats and Flats	10,628 82			10,628 82
Bridges	4,218 69	11,565 56		15,784 25
Canal Bed and Banks	23,652 91	7,317 72		30,970 63
Collectors			6,597 80	6,597 80
Culverts	761 49	1,254 41		2,015 90
Dams	4,554 13	184 00		4,738 13
Drawbacks and Overcharges			10,357 71	10,357 71
Houses	1,916 49	6,608 00		8,524 49
Incidentals	4,404 20		25,504 21	29,908 41
Labor			2,862 18	2,862 18
Lock-Keepers			12,319 86	12,319 86
Locks	14,326 64	57,357 30		71,683 94
Materials	11,352 46			11,352 46
Rents and Furniture	861 79		243 06	1,104 85
Slope and Vertical Walls	68 63	4,338 26		4,406 89
Stationery and Printing, and Office Expenses	1,699 12		1,978 80	3,677 92
Superintendence	7,034 62		3,383 71	10,418 33
Taxes and Real Estate	3,750 19			3,750 19
Tools	14,027 88			14,027 88
Waste Wiers and Sluices	828 22	3,341 15		4,169 37
Watchmen	826 61		52 73	879 34
Weigh Masters			427 41	427 41
United States Excise Tax			4,877 55	4,877 55
State Tonnage Tax			3,317 47	3,317 47
	$110,886 77	$127,746 06	$71,922 49	$310,555 32

CANAL STATEMENT No. 2.

Showing in Detail the Earnings of Canal Department for the Year ending Deeember 31st, 1864.

FROM COLLECTOR'S OFFICE AT	AMOUNTS.	
Columbia	$28,357	20
Middletown	17,432	40
" Outlet Lock	2,980	97
Harrisburg	198,388	65
Clark's Ferry Bridge	4,175	89
Junction	8,840	50
Lewistown	3,580	30
Huntingdon	14,461	29
Hollidaysburg	5,103	13
Johnstown		...
Blairsville	122	06
Freeport	4,853	31
Freeport Aqueduct	350	00
Pittsburgh	6,849	35
Sundry Sources	13,120	18
	$308,615	23

ANNUAL REPORT, 1864. ACCOUNTING DEPARTMENT—STATEMENT No. 1.

Dr. *General Exhibit of Earnings and Expenses of the Pennsylvania Railroad Company, for the Year ending December 31st.* **Cr.**

1864.	*Dolls. Cts.*	*Dolls. Cts.*
TO AMOUNT OF EARNINGS FROM		
Freight at Stations, including Tolls on Individual Cars	10,361,999 32	
		10,361,999 32
First Class Passengers, including U. S. Tax,	3,239,990 77	
Emigrant Passengers " "	94,904 37	
Express, regular	75,900 00	
Express, additional	269,511 12	
Carrying United States Mails	76,830 16	
Government Troops, including U. S. Tax	511,773 88	
		4,268,910 30
Rents	47,852 02	
Individuals and Companies, 1862	4,360 03	
Sundry Sources	75,935 99	
		128,148 04
		14,759,057 66

1864. BY AMOUNT OF EXPENSES IN	PASSENGER.	FREIGHT.	TOTALS.
Conducting Transportation, Passenger	$719,441 59		
Conducting Transportation, Freight		$1,905,474 99	
			$2,624,916 58
Conducting Transportation, Freight, New Buildings and Extensions	121,984 43	284,630 36	406,614 79
Motive Power, Passenger	575,404 26		
Motive Power, Freight		1,961,262 53	
			2,536,666 79
Motive Power, New Locomotives	184,107 59	429,584 38	613,691 97
Motive Power, Tools and Machinery	31,708 06	73,985 50	105,693 56
Maintenance of Cars, Passenger	250,387 57		
Maintenance of Cars, Freight		603,541 55	
			853,929 12
Maintenance of Cars, New Cars	345,319 17	805,744 75	1,151,063 92
Maintenance of Way, Passenger	617,192 31		
Maintenance of Way, Freight		1,440,355 54	
			2,057,547 85
Maintenance of Way, Extension of Second Track and Sidings	57,366 08	133,854 20	191,220 28
General Expenses, Passenger	45,884 57		
General Expenses, Freight		106,714 76	152,599 32
			10,693,944 19
By amount of net proceeds to Balance			4,065,113 47
			$14,759,057 66

STATEMENT No. 2.—EARNINGS AND EXPENSES FOR 1864.

Condensed Exhibit of Earnings and Expenses, together with Net Earnings for each month during the year.

MONTHS.	GROSS EARNINGS.	EXPENSES.	NET EARNINGS.
January	$885,496 93	$712,268 01	$173,228 92
February	974,741 97	714,191 28	260,550 69
March	1,188,358 37	785,116 41	403,241 96
April	1,253,072 76	764,843 45	488,229 31
May	1,298,994 35	788,064 33	510,930 02
June	1,178,858 79	876,066 60	302,792 19
July	1,131,722 43	858,036 56	273,685 87
August	1,340,376 49	864,907 99	475,468 50
September	1,347,394 71	996,100 94	351,293 77
October	1,419,115 88	920,324 21	498,791 67
November	1,395,698 84	1,213,325 34	182,373 50
December	1,345,226 14	1,200,699 07	144,527 07
Totals	14,759,057 66	10,693,944 19	4,065,113 47

STATEMENT No. 3.

GENERAL STATEMENT OF EARNINGS FOR THE YEAR 1864.

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
Freight Earnings.													
Freight at Stations, including Tolls on Individual Cars,	$615,740 17	$729,092 29	$876,660 85	$898,606 48	$907,443 52	$830,681 14	$766,462 54	$878,595 80	$923,743 21	$973,785 81	$983,732 71	$977,454 80	$10,361,999 32
Total Freight Earnings,	$615,740 17	$729,092 29	$876,660 85	$898,606 48	$907,443 52	$830,681 14	$766,462 54	$878,595 80	$923,743 21	$973,785 81	$983,732 71	$977,454 80	$10,361,999 32
Passenger Earnings.													
First Class Passengers,	$179,941 27	$204,588 19	$259,367 32	$247,572 90	$237,620 37	$254,525 41	$255,939 80	$336,258 74	$360,181 41	$330,643 42	$292,850 49	$280,501 45	$3,239,990 77
Emigrant Passengers,	3,512 82	3,573 92	7,176 88	7,150 77	10,782 72	11,083 40	8,619 64	11,657 67	8,711 28	10,162 73	7,495 08	4,977 46	94,904 37
Adams & Co's. Express,	6,285 00	6,045 00	6,525 00	6,285 00	6,285 00	6,285 00	6,285 00	6,525 00	6,285 00	6,285 00	6,285 00	6,525 00	75,900 00
Do do Additional,													269,511 12
United States Mails,	6,302 45	6,301 25	6,303 65	6,302 45	6,312 45	6,312 45	6,389 94	6,391 14	6,389 95	6,702 44	6,546 19	6,545 80	76,830 16
Government Troops,													511,773 88
Total Passenger Earnings,													$4,268,910 30
Miscellaneous Earnings.													
Rents,	$3,259 01	$1,826 15	$3,043 52	$10,838 14	$2,822 77	$3,328 85	$3,067 94	$6,237 41	$2,583 84	$3,937 14	$2,974 06	$3,923 19	$47,852 02
Individuals and Companies, 1862,		4,315 21	14 62							39 20			4,360 03
Sundry Sources,	7,084 74	932 24	8,025 90	2,081 24	9,722 09	3,550 42	1,100 90	3,444 92	18,968 95	12,382 69	3,082 42	5,259 48	75,935 99
Total Miscellaneous Earnings,													128,148 04
Total Earnings from all sources,	$885,496 93	$971,741 97	$1,188,358 37	$1,253,072 76	$1,298,934 35	$1,178,858 79	$1,131,722 43	$1,340,376 49	$1,347,394 71	$1,419,115 88	$1,395,698 84	$1,345,226 14	$14,759,057 66

STATEMENT No. 4.—CONDENSED EXHIBIT OF MONTHLY EPXENSES.

CONDUCTING TRANSPORTATION, MOTIVE POWER, MAINTENANCE OF CARS, MAINTENANCE OF WAY, AND GENERAL EXPENSES FOR 1864.

1864.	CONDUCTING TRANSPORTATION.			MOTIVE POWER.			MAINTENANCE OF CARS.			MAINTENANCE OF WAY.			GENERAL EXPENSES.			TOTALS.
MONTH.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	
January, -	$47,090 45	$115,738 62	$162,829 07	$37,805 24	$108,559 53	$146,364 77	$17,266 87	$39,894 38	$57,161 25	$38,441 03	$89,695 73	$128,136 76	$3,625 74	$8,460 05	$12,085 79	$506,577 64
February, -	44,947 38	118,414 14	163,361 52	32,111 18	102,891 76	135,002 94	16,025 85	43,300 46	64,326 31	41,130 19	95,970 46	137,100 65	2,612 82	6,096 66	8,709 48	508,500 90
March, - -	50,498 09	136,308 54	186,806 63	34,858 67	142,977 86	177,836 53	19,510 10	61,635 13	81,145 23	37,044 37	86,436 87	123,481 24	3,046 89	7,109 51	10,156 40	579,426 03
April, - - -	44,333 61	114,813 22	159,146 83	33,741 13	113,109 85	146,850 98	21,858 75	63,251 93	85,110 68	43,369 90	101,196 81	144,566 71	7,149 44	16,328 44	21,477 88	559,153 08
May, - - -	50,838 58	128,073 58	178,913 16	36,491 26	132,968 16	169,459 42	19,009 52	49,292 10	68,301 62	47,151 17	110,019 81	157,170 98	2,558 61	5,970 16	8,528 77	582,273 95
June, - - -	52,045 01	124,486 20	176,531 21	48,446 63	136,764 61	185,211 24	18,991 42	49,988 66	68,980 08	65,094 58	151,887 66	216,982 24	6,801 42	15,870 03	22,671 45	670,376 22
July, - - -	56,536 42	157,528 96	214,065 38	36,473 33	127,949 54	164,422 87	14,355 11	34,897 34	49,252 45	64,750 78	151,085 18	215,835 96	2,630 85	6,138 68	8,769 53	652,346 19
August, - -	69,474 35	160,015 43	229,489 78	41,404 78	148,483 09	189,887 87	16,650 78	35,420 82	52,071 60	50,397 03	117,593 12	167,990 15	5,933 47	13,844 74	19,778 21	659,217 61
September,	85,167 85	208,772 31	293,940 16	46,735 48	161,492 06	208,227 54	28,973 92	40,061 55	69,035 47	62,822 77	146,917 82	209,740 59	2,838 92	6,627 88	9,466 80	790,410 56
October, - -	75,224 30	186,921 78	262,146 08	46,852 65	168,816 85	215,669 50	21,433 04	42,086 51	63,519 55	49,211 23	114,733 18	163,944 41	2,806 25	6,548 04	9,354 29	714,633 83
November, -	70,711 21	246,034 64	316,745 85	66,127 32	296,291 60	362,418 92	29,947 33	70,657 41	100,604 74	65,678 22	153,249 47	218,927 69	2,681 30	6,256 46	8,937 76	1,007,634 96
December, -	72,573 34	208,367 57	280,940 91	114,356 59	320,957 62	435,314 21	26,364 88	68,055 26	94,420 14	52,101 04	121,569 43	173,670 47	3,198 86	7,464 11	10,662 97	995,008 70
Totals, - -	719,441 59	1,905,474 99	2,624,916 58	575,404 26	1,961,262 53	2,536,666 79	250,387 57	603,541 55	853,929 12	617,192 31	1,440,355 54	2,057,547 85	45,884 57	106,714 76	152,599 33	8,225,659 67
Am'ts transferred to expenses,	121,984 43	284,630 36	406,614 79	215,815 65	503,569 88	719,385 53	222,271 85	928,792 07	1,151,063 92	57,366 08	133,854 20	191,220 28				2,468 284 52
Totals, - -	811,426 02	2,190,105 35	3,031,531 37	791,219 91	2,464,832 41	3,256,052 32	472,659 42	1,532,333 62	2,004,993 04	674,558 39	1,574,209 74	2,248,768 13				10,693,944 19

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ACCOUNTING DEPARTMENT—STATEMENT NO. 5.

Expenses of the Transportation Department, Pennsylvania Railroad Company, for the year ending December 31st, 1864.

HEADS OF ACCOUNTS.	CONDUCTING TRANSPORTATION.		MOTIVE POWER.		MAINTENANCE OF CARS.		MAINTENANCE OF WAY.		GENERAL EXPENSES.		TOTALS.
	Passenger.	Freight.	Passenger.	Freight.	Passenger	Freight.	Passenger.	Freight.	Passenger.	Freight.	
Advertising	$5,852 71	6,320 98							800 10	1,866 91	14,840 70
Agents,	20,359 60	34,020 77									54,380 37
Attendants									763 50	1,781 50	2,545 00
Baggage Masters	26,657 22										26,657 22
Ballast							40,622 82	94,786 59			135,409 41
Brakemen	29,327 78	289,019 24									318,347 02
Bridges, repairs of							74,424 33	173,656 80			248,081 13
Car Furniture, and Fixtures	31,264 02	35,811 76									67,075 78
Car Shops and Sheds, repairs of					51,457 82	105,279 30					156,737 12
Cars, cleaning and inspecting	31,198 93	35,435 11									66,634 04
Cars, repairs of Ballast and Wood					2,098 53	4,896 57					6,995 10
Cars, repairs of Freight						480,058 48					480,058 48
Cars, repairs of Passenger and Baggage					191,028 15						191,028 15
Cars, Road and Hand							2,570 34	5,997 46			8,567 80
Chairs							16,456 50	38,398 51			54,855 01
Clerks	14,373 91	98,375 81					2,181 61	5,090 45	10,500 97	24,502 27	155,025 02
Coal			60,040 87	374,055 06							434,095 93
Conductors	35,411 25	105,366 38									140,777 63
Cotton Waste			9,073 76	32,941 13							42,014 89
Cross Ties							36,235 43	84,549 35			120,784 78
Dispatchers	3,257 12	47,668 25									50,925 37
Drawbacks and Overcharges	2,115 93	172,851 87									174,967 80
Engineers and Firemen			70,825 57	253,811 99							324,637 56
Eng. Houses, Machine Shops & Turn Tables, repairs of			69,744 18	118,108 50							180,852 68
Expenses of Stations, except Labor	4,556 98	18,956 79									23,513 77
Expenses of Grain Elevator		2,314 55									2,314 55
Expenses on Property							3,085 94	7,200 53			10,286 47
Foreign Agencies	66,594 56	120,643 58									187,238 14
Foreman and Watch Houses, repairs of							9,631 49	22,473 50			32,104 99
Frogs							8,501 12	19,835 97			28,337 09

Fuel and Light									218 41	509 65	728 06
Fuel at Stations	2,907 43	1,978 29									4,885 72
Fuel for Cars	5,651 72										5,651 72
Fuel for Stoves, at Engine Houses and Shops			2,883 58	6,728 38	405 62	946 45					10,964 03
Incidentals	33,114 30	85,045 94	8,903 40	20,774 60	691 79	1,614 20	2,783 35	6,494 49	13,189 49	30,775 48	203,387 04
Iron Rails							161,346 18	376,474 44			537,820 62
Labor at Stations	12,337 34	150,504 46									162,841 80
Laborers			48,060 52	112,141 24							160,201 76
Light at Stations	7,059 55	6,655 45									13,715 00
Light for Cars	6,812 34	2,042 01									8,854 35
Locomotive Furniture and Fixtures			7.254 45	16.927 07							24,181 52
Locomotives, repairs of			165,363 19	701,385 75							866,748 94
Loss and Damage		129,534 64									129,534 64
Loss from Injuries to Individuals	41,086 86										41,086 86
Mail Tolls and Expenses	1,931 85										1,931 85
Office Expenses									2,344 69	5,470 96	7,815 65
Oil			15,162 71	73,259 58							88,422 29
Oil, Tallow, Sponge, Wool, &c	13,857 31	48,502 12					1,165 50	2,719 50			66,244 43
Powelton Estate									2,298 11	5,028 94	7,327 05
Real Estate in Philadelphia									246 11	574 28	820 39
Road Bed, repairs of, Labor							59,426 41	138,661 64			198,088 05
Road Bed, repairs of, Materials							8,940 44	20,861 04			29,801 48
Salaries of President and other Officers									12,119 99	28, 280 00	40,399 99
Snow and Ice, removing							3,083 28	7,194 34			10,277 62
Spikes							12,472 13	29,101 66			41,573 79
Stationery and Printing	18,443 91	35,895 45	848 01	1,978 71			1,124 36	2,623 51	1,529 40	3,552 57	65,995 92
Stations, repairs of, Rent and Furniture	105,315 64	85 909 23									191,224 87
Superintendence and Supervisors	4,685 44	10,923 59					6,575 01	15,341 72			37,525 76
Switches							3,217 93	7,508 53			10,726 46
Switchmen			11.302 94	26,373 54							37,676 48
Tallow			6,478 39	35,536 77							42,015 16
Tax on Depots	4.942 17	18,195 45									23,137 62
Tax, United States Excise	105,379 31	138,086 01							1,873 80	4,372 20	249,711 32
Taxes on Engine Houses and Shops			2,746 99	6,409 67							9,156 66
Taxes on Real Estate for Road							3,827 62	8,931 14			12,758 76
Teaming	32,324 03	57,211 74									89,535 77
Telegraph Expenses	17,207 66	40,272 76									57,480 42
Telegraph, repairs of							8,420 02	19 886 49			28,306 51
Tools and Machinery, repairs of			23,621 01	55,115 70	4,605 66	10,746 55	8,992 50	20 982 52			124,063 94
Tolls, Bald Eagle Valley R. R	13,339 38	23,014 37									36,353 75
Tolls, E. Brandywine and Waynesburg R. R.	3,223 23	3.682 23									6,905 46
Tolls, Ebensburg & Cresson R. R	4,384 74	4,510 32									8,895 06
Tolls, Philadelphia City Railroad	3,788 28	5.166 24									8,954 52
Tolls, Phila., Wilm'n and Balt. R. R		23 567 22									23.567 22
Amounts carried forward	708.762 50	1.837,482 61	502.309 57	1.828.547 69	250,287 57	603.541 55	175,084 31	1,108,770 18	45.884 57	106.714 76	7,467,487 31

STATEMENT No. 5—*Continued.*

HEADS OF ACCOUNTS.	CONDUCTING TRANSPORTATION.		MOTIVE POWER.		MAINTENANCE OF CARS.		MAINTENANCE OF WAY.		GENERAL EXPENSES.		TOTALS.
	Passenger.	Freight.	Passenger.	Freight.	Passenger.	Freight.	Passenger	Freight.	Passenger	Freight.	
Amounts brought forward	708,762 50	1,857,482 61	502,309 57	1,828,547 69	250,387 57	603,541 55	475,084 31	1,108,770 18	45,884 57	106,714 76	7,467,487 31
Tolls, Tyrone and Clearfield R. R.	4,153 83	14,488 43									18,642 26
Tolls, W. Ches. and Phila. R. R. (via Media.)	5,239 58	14,413 93									19,653 51
Track, Labor repairing							108,744 49	253,737 15			362,481 64
Watchmen			3,614 08	8,432 86			33,363 51	77,848 21			123,258 66
Water, Wood, and Coal Stations, repairs of			13,504 85	31,511 32							45,016 17
do do do expenses of			8,972 84	20,936 65							29,909 49
Wood, and Labor preparing Wood			47,002 92	71,834 01							118,836 93
Tolls, West Chester Railroad	1,285 68	88 34									1,374 02
Tonnage Tax, (State)		39,001 68									39,001 68
Extension of Stations, &c.	121,984 43	284,630 36									406,614 79
Extension of Double Track and Sidings							57,366 08	133,854 20			191,220 28
New Locomotives			184,107 59	429,584 38							613,691 97
New Tools and Machinery			31,708 06	73,985 50							105,693 56
New Freight Cars						928,792 07					928,792 07
New Passenger Cars					222,271 85						222,271 85
Totals	841,426 02	2,190,105 35	791,219 91	2,464,832 41	472,659 42	1,532,333 62	674,558 39	1,574,209 74	45,884 57	106,714 76	10,693,944 19
		841,426 02		791,219 91		472,659 42		674,558 39		45,884 57	
		3,031,531 37		3,256,052 32		2,004,993 04		2,248,768 13		152,599 33	10,693,944 19

RECAPITULATION.

	PASSENGER.	FREIGHT.	TOTALS.
Conducting Transportation	$841,426 02	$2,190,105 35	$3,031,531 37
Motive Power	791,219 91	2,464,832 41	3,256,052 32
Maintenance of Cars	472,659 42	1,532,333 62	2,004,993 04
Maintenance of Way	674,558 39	1,574,209 74	2,248,768 13
General Expenses	45,884 57	106,714 76	152,599 33
Totals	2,825,748 31	7,868,195 88	10,693,944 19

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STATEMENT No. 6.

EXPENSES OF ENGINES, PHILADELPHIA DIVISION.

AVERAGE COST PER 100 MILES.				
CLASS.	Repairs.	Fuel.	Stores.	TOTAL.
Passenger Engines	7.96	7.67	2.19	17.82
Distributing Engines	2.86	5.76	2.03	10.65
Freight Engines	8.43	8.10	2.78	19.31

STATEMENT No. 7.

EXPENSES OF ENGINES, MIDDLE DIVISION.

AVERAGE COST PER 100 MILES.				
CLASS.	Repairs.	Fuel.	Stores.	TOTAL.
Passenger Engines	6.73	7.27	2.19	16.19
Distributing Engines	7.51	11.93	2.93	22.37
Freight Engines	15.16	9.49	2.67	27.32

STATEMENT No. 7½.

EXPENSES OF ENGINES, PITTSBURGH DIVISION.

AVERAGE COST PER 100 MILES.				
CLASS.	Repairs.	Fuel.	Stores.	TOTAL.
Passenger Engines	8.67	7.74	2.44	18.85
Distributing Engines	6.63	7.32	3.63	17.58
Freight Engines	24.81	11.17	3.61	39.59

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ACCOUNTING DEPARTMENT.—STATEMENT Nos. 8 and 11.

Abstract of Passengers and Miles traveled on the whole line of Road and Branches, for the year.

1864.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.
First Class Passengers....	1,894,205	101,898,545	53.8	286,232
Emigrant Passengers.....	22,924	7,757,364	338.4	21,790
Coupon Passengers.....	251,000	2,967,583	11.8	8,336
Troops	198,084	34,249,513	172.9	96,207
	2,366,213	146,873,005	62	412,565

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ACCOUNTING DEPARTMENT.—STATEMENT No. 12.

Freight Earnings of the Pennsylvania Railroad, for the year 1864.

	TOTAL.
From Philadelphia to Pittsburgh	$1,439,678 83
Philadelphia to Way Stations	343,318 75
Way Stations to Philadelphia	1,721,871 33
Pittsburgh to Philadelphia	2,820,129 87
Pittsburgh to Baltimore	888,983 46
Pittsburgh to Way Stations	602,689 27
Way Stations to Pittsburgh	818,748 97
Baltimore to Pittsburgh	85,689 68
Local—Eastward	1,401,579 64
Westward	239,309 52
Total Freight Earnings	10,361,999 32

Information from Record Books, Accounting Department.

Tons of through freight Eastward	322,497	Mileage of through freight, Eastward	115,453,989
Tons of through freight, Westward	147,972	Mileage of through freight, Westward	52,974,629
Tons of local freight, Eastward.	1,482,647	Mileage of local freight, Eastward.	200,041,352
Tons of local freight, Westward.	632,263	Mileage of local freight, Westward.	52,157,252
Total tons moved in cars of Pennsylvania Railroad Company, and of Individuals	2,585,379	Total mileage in cars of Pennsylvania Railroad Company and of Individuals	420,627,222
Tons of free goods	179,497		

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ACCOUNTING DEPARTMENT—STATEMENT No. 15.

Report of Through Tonnage of Articles sent from and received at Philadelphia, Pittsburgh and Baltimore, during the year 1864.

LIST OF ARTICLES.	PHILADELPHIA TO PITTSBURGH.	PITTSBURGH TO PHILADELPHIA.	PITTSBURGH TO BALTIMORE	BALTIMORE TO PITTSBURGH.
Agricultural Implements	20,961	8,909	197,617	95,599
Agricultural Productions	1,617,981	9,149 152	94,795	123,379
Bark and Sumac	381	21,718		17,273
Boots, Shoes, Hats, &c	5,335,224	64 193	155	1,327
Books and Stationery	2,718,239	126,763	40,950	16,260
Butter and Eggs	3,415	6,001,928	522,848	
Brown Sheetings and Bagging	3,003,934	135,350	14,030	33,040
Carriages	635,490	5,775		6,085
Cedarware	595,178			15,634
Confectionery and Foreign Fruits	3,451,815	6,392	1,658,115	1,406,466
Coal Oil	7,620	163,340,667	15,669,079	
Coal, Anthracite				
Coal, Bituminous				
Coffee	7,626,682	300		3,720,602
Cotton	197,069	17,657,608	592,915	
Copper, Tin, and Lead	4,180,675	1,876,513	567,905	13,603
Dry Goods	61,890,386	2,823,513	19,885	985,775
Drugs, Medicines, and Dye Stuffs	12,893,515	1,880,674	241,793	430,584
Earthenware	1,391,465	56,058	12,170	118,429
Empty Barrels	5,606,963	61,830		1,846,500
Fresh Meats, Poultry, and Fish	47,116	1,046,598	2,020	265,633
Flour	6,090	62,612,780	22,645,225	
Feathers, Furs, and Skins	52,346	907,544	23,169	
Furniture and Oil Cloth	2,847,530	593,860	157,623	721,426
Glass and Glassware	993,685	7,386,093	1,658 531	16,483
Green and Dried Fruits	569,948	3,537,388	322,419	22,728
Grass and other Seeds	200,330	9,592,599	400 305	2,300
Grain, of all kinds		20,258,380	22,717,758	
Groceries, (except Coffee,)	58,179,422	824,863	1,024,397	4,541,487
Guano and Phosphate of Lime	20,150	5,751,717	426,890	35,500
Hardware	10,796,968	748,468	298,083	270,454
Hides and Hair	205,209	1,204,783	832,158	99,820
Hemp and Cordage	2,708,932	3,457,384	169,734	1,260
Iron, rolled, hammered, &c	3,526,208	11,404,859	439,526	1,937,748
Iron, Blooms and Pig	3,688,698	113,095		
Iron, Railroad	4,077,682			
Iron Ore	124,260			
Lime and Plaster	404,601			96,000
Live Stock		84,590,475	137,391,750	426,000
Leather	561,534	2,765,460	100,179	10,284
Lard, Lard Oil, and Tallow	70,438	19,785,669	2,520,065	
Lumber and Timber		4,374,355	2,250,900	
Machinery and Castings	23,657,221	1,504,045	285 951	684,165
Marble and Cement	6,077,117	299,249	24,815	185,426
Malt and Malt Liquors	138,490	2,151,497	119,845	
Marketing		195,914		
Miscellaneous	2,730,698	1,340,145	357,613	1,094,483
Nails and Spikes	350,854	2,573,401	7,208	
Oil, (except Coal Oil,)	1,358,914	1,169,692	55,402	4,880
Oysters	535,398			1,786,319
Paper and Rags	1,300,095	3,498,441	3,265	12,684
Pot, Pearl, and Soda Ash	18,847,384	577,836	910	72,155
Powder	119,512	12,000		
Queensware	5,239,592	38,205	1,820	34,327
Salt	863,442	69,756		33,830
Straw Boards	14,220	56,618		
Salt Meats and Fish	4,544,823	46,646,379	25,325,087	348,126
Soap and Candles	393,882	1,649,756	491,630	
Tobacco	1,300,531	64,437,253	11,712,347	775,063
Tar, Pitch, and Rosin	251,211	4,081,128	443,466	257,665
Wines and Liquors	2,921,261	2,424,164	748,290	65,951
Whiskey and Alcohol	103,762	33,582,285	3,357,615	58,180
Wool and Woolen Yarn	424,302	17,814,384	303,417	1,066
Military Stores, (U. S. Gov't.),	24,517,417	7,698,595	1,070,129	395,180
Total during the year. Pounds.	295,947,666	644,994,356	257,331,799	23,087,179

STATEMENT No. 15—*Continued.*

Report of Way Tonnage of Articles sent from and received at Pittsburgh and Philadelphia, during the year 1864.

LIST OF ARTICLES.	PITTSBURGH.		PHILADELPHIA.	
	FORWARDED TO WAY STATIONS.	RECEIVED FROM WAY STATIONS.	FORWARDED TO WAY STATIONS.	RECEIVED FROM WAY STATIONS.
Agricultural Implements	296.357	160.613	170.609	558.914
Agricultural Productions	950,448	1,560.886	1,275.594	8,651.798
Bark and Sumac	434.200	10,020.060	62.918	6,859,385
Boots, Shoes, Hats, &c	9,520	3.635	506.389	37.985
Books and Stationery	5.072	2.980	54.063	18.228
Butter and Eggs	25,083	55,356		3.561.512
Brown Sheetings and Bagging	1,565	24.964	280,132	74.532
Carriages	38,051	150,863	127.986	39.603
Cedarware	9,976		137,475	22,466
Confectionery and Foreign Fruits	8.203		198.795	963
Coal Oil	4,367,763		755.449	639.470
Coal, Anthracite		583,000	31,791,748	1,079,550
Coal, Bituminous		404,145,135		387.924.559
Coffee	13.070		397,152	1.020
Cotton	210.578		42.804	4.743
Copper, Tin and Lead	49.002		300.345	122 828
Dry Goods	2,014.489	3,857.785	26.242.838	5.435,651
Drugs, Medicines and Dye Stuffs	86,568	2.125	1,874.227	114,469
Earthenware	162.100		15,366	12.093
Empty Barrels	178,504	1,080,768	692.391	390,902
Fresh Meats, Poultry and Fish	11,250	934	51.987	313.338
Flour	3,957,828	133.924	341.928	76.590,680
Feathers, Furs and Skins	31.165			51,936
Furniture and Oil Cloth	792,686	805.640	1.401.072	876,130
Glass and Glassware	362,672	2,903	279.264	26.450
Green and Dried Fruits	590.821	26,326	674.560	3,856.588
Grass and other Seeds	182.837	24.621	222,570	2.350.757
Grain of all kinds	5,449,448	1,509,254	1,359,150	52,654.915
Groceries. (exeept Coffee.)	7,837.974	88,028	36.592.651	420,200
Guano and Phosphate of Lime	39.500		852,808	1.236,815
Hardware	901.629	482.109	3.249.741	968.748
Hides and Hair	1,825,747	1,654	2.518,470	289.028
Hemp and Cordage	195 065	2,500	563.617	18.994
Iron, rolled, hammered, &c	5,747.274	5,815.707	14.542.163	93.468,384
Iron, Blooms and Pig	4,535.703	156,863,002	4,323,582	12,675,256
Iron, Railroad	13,605.586	80,684,010	174,898	50.606
Iron Ore	7,343.563	158,634		1,169.294
Lime and Plaster	162.912	16.775.960	2.794,897	735.279
Live Stock	103,707.123	1,209,625	597,469	51.741,324
Leather	20,882	132,895	285,921	4,063,654
Lard, Lard Oil and Tallow	618,053		36,093	437,995
Lumber and Timber	4.316.512	54,873,235	491,803	95,491.326
Machinery and Castings	2,683.607	6,437.251	12,146,231	2.499.015
Marble and Cement	257.076	2,378.999	6.268,793	3.831,455
Malt and Malt Liquors	1,126,060	28,930	894,996	3.377,997
Marketing			439.615	4.867.588
Miscellaneous	147,262	1,297,317	929 346	1,972,934
Nails and Spikes	775,651	237.702	677,250	1.582.748
Oil, (exeept Coal Oil,)	19,481	3,548	275.232	29.790
Oysters			1.504.172	
Paper and Rags	1,001.270	58,060	1,716.079	2,822,550
Pot, Pearl and Soda Ash	10.382	47,890	258,853	4,520
Powder	20.420		19,198	
Queensware	18.210		716,268	3,969
Salt	562,920	1,840	9.110,001	131,761
Straw boards		25,385		495 674
Salt Meats and Fish	3,236,548	6,280	4,554,842	1,443.919
Soap and Candles	46,791		40.465	69.765
Tobacco	549,272	66,552	402.628	9.584.995
Tar, Pitch and Rosin	129,017	28,460	160,102	93.878
Wines and Liquors	200.815	13.850	1,311,330	309.542
Whiskey and Alcohol	3.724.950	310,097	97.553	6.572.665
Wool and Woolen Yarn	185.904	7,083	233,805	2.371.661
Military Stores, (U. S. Gov't.)	1,951.281	5.055.858	4,434,135	1,970.654
Brick and Slate		12,225,957		
Niekel Ore				1.618,687
Total during the year. Pounds.	187,743.696	769,270,190	182.570,729	801.684.145

REPORT

OF THE

GENERAL MANAGER

OF THE PHILADELPHIA AND ERIE RAILROAD.

Office of Gen. Manager Phila. and Erie R. R.
(Penna. R. R. Co. Lessee.)
Williamsport, Feb. 1, 1865.

To the President and Directors of the
Pennsylvania Railroad Company.

GENTLEMEN:—I respectfully submit the following Report of the operations of this line for the year 1864.

At the close of 1863 there was 216.5 miles of the Philadelphia and Erie Railroad in use. During the past year the following sections were opened for business:

On May 2d, from Emporium to St. Mary's, -	- 21.2 miles.
" May 23d, from Sheffield to Kane, - -	- 16.2 "
" July 6th, from Kane to Wilcox, - -	- 9.2 "
" October 17th, from Wilcox to St. Mary's,	- 24.5 "
Making a total of - - - -	- 71.1 miles.

The gap between the Eastern and Western portions of the line embraced in the above sections, was closed October 17th, on which date, trains commenced running over the whole Road.

These sections were delivered to the Pennsylvania Railroad Company in a very incomplete condition. The shops, engine houses, sidings, water stations, depots, dwelling houses, and other necessary adjuncts for operating a Railway were received in a like unfinished condition.

The absence of these facilities has materially limited our capacity for the transaction of business. Efforts have been made to remedy these difficulties, by pushing the work as fast as this inclement season will permit; and it is hoped that by the close of spring we shall be able to transport a portion of the through freight between the East and West, and thus add largely to the revenues of the Company.

The expenses of operating the Road have been large, owing to the general advance in cost of labor and material, the unprepared condition of the line for business when received, the necessary preparations for an enlarged traffic, and the decayed condition of the older sections of the track, and many of the bridges upon this portion of the line. A large addition to our traffic can be successfully transported without a corresponding increase of expense, so soon as the improvements in progress are finished.

The results of the year's business are as follows:

EARNINGS.

From Freight Transported,	$545,037 45
" Passengers, "	479,822 44
" Express Matter, "	16,345 16
" Mail Service,	14,390 03
" From Government Troops Transported,	31,389 18
" From Sundry Sources,	44,163 72
Total,	$1,131,147 98

EXPENSES.

Conducting Transportation,	$552,954 91	
Less Proportion of Earnings paid Phila. & Erie Railroad Co.,	335,708 95	
		$217,245 96
Motive Power,		234,698 75
Maintenance of Way,		354,163 21
Maintenance of Cars,		32,485 91
Actual Working Expenses,		$838,593 83

When to the actual working expenses is added the proportion paid the Philadelphia and Erie Railroad Company, the business of the year shows a loss, the causes of which have already been explained.

The Philadelphia and Erie Railroad Company's proportion of Earnings may be stated thus:

Gross Receipts, - - - - - -		$1,131,147 98
Less Individuals and Companies, -	$2,679 65	
Less State Tax, (1864,) - -	4,806 06	
Less Drawbacks and Overcharges, -	4,632 42	
		12,118 13
Actual Earnings, - -		1,119,029 85
Thirty per cent of which is - - - -		$335,708 95

There was Transported during the year—

Passengers—total number, -	539,252	Number moved one mile,	14,600,102
Government Troops, " -	47,231	" " "	1,621,629
Tons of Freight in Co.'s Cars, No.	416,711	" " "	15,753,712
" " Indiv'l " "	7,672	" " "	211,006

The number of barrels of Oil moved was 133,882.

The number of tons of lumber moved was 94,929.

The number of tons of Anthracite Coal moved was 94,822.

The number of tons of Bituminous Coal moved was 22,422.

The number of tons of freight moved for repairs and working the Road was 18,779, upon which no charge is made.

The additional local passenger trains placed on the Road during the year have earned sufficiently to justify their continuance.

Rolling Stock has been supplied as rapidly as it could be employed. At the close of the year we had on hand:

Passenger Engines, - - - - - -	11	
Freight & Ballast Engines, - - - - -	39	
	—	50

Passenger Cars, - - - - - - -	26	
Baggage Cars, - - - - - - -	9	
	—	35
Eight-wheeled House Cars, - - - -	290	
" " Gondola " - - - -	708	
" " Stock " - - - -	20	
" " Coal " - - - -	30	
Four " " " - - - -	40	
	—	1,088
Eight-wheeled Caboose Cars, - - -	7	
Four " " " - - - -	1	
Eight " Boarding Cars, - - -	4	
" " Supply " - - -	1	
" " Stone " - - -	48	
" " Dump " - - -	6	
Four " " " - - -	80	
	—	147
Hand Cars, - - - - - - -	63	
" Trucks, - - - - - - -	83	
	—	146

Detailed reports of the Motive Power and Car Departments are submitted herewith.

The older portions of the road way have been much improved during the year. Detailed information respecting it, and all other matters relating to its maintenance, is given in the accompanying report of the Chief Engineer.

The opening of the Road for general business in its unfinished condition, with inadequate sidings to pass trains at proper points, together with the unfinished buildings for repair shops and protection of the Locomotives, have tended to interrupt the movements of the traffic forced upon the line. Especially has this been the case since November 1st.

The winter has been unusually severe from its commencement, and the whole line, particularly the Western Division, more than ordinarily obstructed with snow.

John A. Wilson, Esq., was appointed Chief Engineer of this line in March last. He had previously filled satisfactorily responsible posts in the Company's service, on its main line and connections.

Acknowledgment is also due from me to all of the officers and employees of the Company, for faithfulness and zeal in the performance of their duties.

All of which is respectfully submitted.

JOSEPH D. POTTS,

General Manager.

REPORT

OF THE

CHIEF ENGINEER

OF THE PHILADELPHIA AND ERIE RAILROAD,

(Penna. R. R. Company Lessee.)

Maintenance of Way Department,

Williamsport, Dec. 31st, 1864.

Jos. D. Potts, Esq.,
General Manager.

Sir:—The Maintenance of Way Department of the Philadelphia and Erie Railroad, was placed under my charge on March 1st, 1864. The following report of the operations since that time is respectfully submitted.

GRADUATION AND RAILWAY SUPERSTRUCTURE.

On March 1st the road was in use for regular trains from Sunbury to Emporium, a distance of 138 $\frac{4}{100}$ miles, and from Erie to Sheffield, a distance of 78 $\frac{82}{100}$ miles. From Emporium to St. Mary's 20 $\frac{85}{100}$ miles, the track was laid, but not ballasted and surfaced, and was not in condition to be used. From Sheffield to Kane, 15 $\frac{42}{100}$ miles, the track was laid, and in good order, and from Kane to Wilcox, 9 $\frac{44}{100}$ miles, the track was laid

in a temporary manner, the graduation not being completed, and, (exeepting between Kane and Sargeant, three miles,) no ballasting done. Between St. Mary's and Wilcox, a distance of 24 $\frac{57}{100}$ miles, the grading was partly eompleted, and no track laid; this portion of the road was still in the hands of the contraetors.

The diffieulties of procuring labor and materials have very much retarded renewals as well as new work during the year. The want of labor was met in part by bringing men from New York.

Between Sunbury and Elmira Junetion, west of Williamsport, eighteen miles of the main traek have been renewed with iron, and partly with ties; this taken in connection with the new iron laid in 1863, leaves about 8½ miles of old iron in this part of the main track, which it is the intention to renew during the coming season. The best of the old iron has been selected out and used for laying sidings; the balance has been re-rolled. From Elmira Junetion to Renovo, the travel has been light compared with that east of Williamsport, and the iron has been in use a mueh less time; it is generally good.

On the Eastern Division a good deal of work has been done at ditching, sloping euts and widening banks. Some ballasting has been done, prineipally west of Loek Haven. Twenty-one cattle guards have been renewed, and twenty-four box eulverts and open drains built, and the drainage generally mueh improved. The trestle-work at Sunbury which is nearly filled up, has been repaired with new cross-ties; the balanee of the embankment will be made during the eoming season. In order to avoid a grade crossing in the Sunbury yard, a street has been graded to pass under the railroad at that place, and the track is now supported on trestles, for whieh a bridge will be substituted. 1,150 feet of 12 ineh earthen pipe have been laid to drain the depression in the street. A part of the retaining wall near Montoursville has been rebuilt.

On the Middle Division between Renovo and St. Mary's, the track has all been raised, some of it ballasted, and most of it back-filled with stone. Considerable work has been done at widening banks, sloping cuts, ditching, filling up the track with

the full complement of cross-ties where they had been omitted, and in replacing bent rails. A great deal of iron has been replaced, having been bent by slides, falling trees while slashing, and by being run over while the road bed was unfinished. This bent iron has been straightened and used in sidings. Along the hill sides much material has been removed, which would have been liable to slip, and every precaution taken as far as possible to avoid danger from slides; the heaviest work of this description was east of Grove station, at Sterling, Rathbun and Hemlock. At the latter place the cut west of the bridge has been widened and sloped, the material being used to widen the high bank east of the bridge. Quarries have been opened at Beechwood, and West Creek summit. Freight trains commenced to run to St. Mary's on May 2d. Between Emporium and St. Mary's about 13,000 cubic yards of ballast have been put in during the past season; and between Emporium and Renovo about 10,000 cubic yards, exclusive of back-filling.

On October 23d, the portion of road between St. Mary's and Wilcox was transferred from the contractors to the charge of this Department. The road bed, excepting at a few points, had been well trimmed up, and partially ditched, though the slopes of the cuts in some places were not taken off. The track had been laid at the most favorable season of the year and was partially back-filled with large stone. Sub-division forces were at once organized on that portion of the road, but in the change of organization, many of the men on the work strayed off to other places, and before the new gangs were fairly at work cold weather had set in. Hence there was not as much work done on the track as was to be desired, and the wet weather has disturbed it somewhat; it will be ballasted up in the spring. The banks are all very narrow on the whole line from Williamsport to Warren.

Between Wilcox and Kane the track which was laid during last winter on temporary grading, has all been brought to its true grade; part of the track has been taken up and relaid on the proper alignment; the culverts have been built, and this piece of road is now in tolerable good order.

On the Western Division between Kane and Sheffield, the sides of the cuts have been stripped of all rocks which were in danger of falling on the track. Near Otts, considerable material has been removed from the hill side. The rock cut about five miles from Erie has been widened and sloped, and a large quantity of material taken from the bluff along Front street in Erie, the material from both these places having been used in the Erie Harbor improvements.

It has been found necessary to replace many ties on the Western Division, the absence of ballast having caused them to decay rapidly; some iron has been renewed. The track on that division has all been surfaced, and the road bed trimmed up with gravel, preparatory to ballasting; very little has been done at the ballasting proper. Several new culverts have been built on the Western Division, and several old ones repaired, and the drainage generally improved. The timber along the line has been slashed to a width of eighty feet on each side of the track, and very little of the slashing now remains to be done.

A number of sidings have been laid during the past year, requiring considerable graduation. A connection has been made with the Bald Eagle Valley Road at Lock Haven, and with the Shawmut Road near Ridgway. Also one with the Oil Creek Road at Corry; and one with the Buffalo and Erie Railroad, giving a temporary passage over the tracks of that road to the Union Passenger Station at Erie. A track alongside of that road is now being graded for permanent use, which will be completed to French Street in a few weeks. Appended will be found a list of all siding laid up to December 31st, 1863, and of all laid during the present year. The road was opened for through travel on October 17th.

The length of main track in use is,	287.51	miles.
" " " sidings laid previous to January 1st, 1864,	20.72	"
" " " " " during 1864,	11.36	"
" " " Private sidings,	2.98	"
Total length of track in use,	322.57	miles.

The following quantities of materials have been used during the year, exclusive of material furnished by E. Miller & Co.

Iron Rails.

	Construction.	Renewals.	Totals.
	Tons.	Tons.	Tons.
From Sunbury to Renovo	265	1,623	1,888
" Renovo to Kane	205	1	206
" Kane to Erie	257	37	294
Totals	727	1,661	2,388

Of the iron used for renewals, 1,000 tons have been had from re-rolling old iron.

Wrought-Iron Chairs.

	Construction.	Renewals.	Totals.
From Sunbury to Renovo	771	6,081	6,852
" Renovo to Kane	391		391
" Kane to Erie	1,234	1,104	2,338
Totals	2,396	7,185	9,581

Spikes.

	Construction.	Renewals.	Totals.
	LBS.	LBS.	LBS.
From Sunbury to Renovo	14,080	18,934	33,014
" Renovo to Kane	28,344	2,650	30,994
" Kane to Erie	15,251	10,457	25,708
Totals	57,675	32,041	89,716

Cross-Ties.

	Construction.	Renewals.	Totals.
From Sunbury to Renovo	5,043	21,894	26,937
" Renovo to Kane	5,522		5,522
" Kane to Erie	6,168	7,828	13,996
Totals	16,733	29,722	46,455

BRIDGES.

The two bridges across the North Branch of the Susquehanna, between Sunbury and Northumberland, have received some repairs of the floor timbers. The material for renewing both these bridges, is prepared, and the timber partly framed; they will be rebuilt during the coming season. Chillisquaque Bridge, 107 feet span, has been renewed with a substantial Howe truss. The rebuilding of the Muney Dam Bridge, commenced in 1863, was completed in May last. The iron work has been painted, and the track timbers painted and sanded. Arrangements have been made for covering it. The bridge across the Susquehanna at Williamsport, is now being renewed with a Howe truss; the material is all on hand, and most of the timber framed. The bridge over the canal at Williamsport has been covered. The covering of Lycoming Creek Bridge has been completed. New track stringers and floor beams have been put down on the bridge over Bald Eagle creek, and back walls have been built to the abutments. The bridge over the Susquehanna at Queen's Run has had some repairs, and some of the masonry torn out by floods in the river, has been rebuilt.

The combined trestle-works and bridges at Farrandsville, North Point, and Paddy's Run, have all received thorough repairs, and new track stringers of oak. Back walls have been built, and the trusses at the last two places covered and painted. Two stringer bridges, east of Williamsport, and five west of Lock Haven, have been renewed or repaired; and masonry built up for three others. The repairs and extension of the Jersey Shore culvert have been finished. The abutments of a bridge over the creek near Grove, have been completed. Wing walls have been built at the bridge over Wykoff's Run. New cross ties and stringers have been laid on the trestle works at Cook's and Drury's Runs. A trestle bridge has been constructed over the log road at Shintown. New track stringers have been laid over the Sinnemahoning bridge, and back walls have been built. The stone for the western abutment of Jackman's bridge has been quarried and delivered, but the work was suspended by the cold weather.

All the bridges on the Middle Division have been adjusted; the iron work painted to prevent rusting, and such repairs made as were needed.

On the Western Division the bridges are in pretty good order, having received such repairs as were necessary. Youngsville bridge, the only one of the kind without arches, proved too weak, owing to some of the timbers being very much cut away, to accommodate the plan of the structure; arches have been put in and the bridge is now secure. Several short trestle bridges have been rebuilt during the year.

ENGINE HOUSES AND MACHINE SHOPS.

An engine house and set of shops is in course of erection at Sunbury; also one at Renovo; but are not in charge of this Department.

At Williamsport a Car Inspector's shop, 24 by 50 feet, and a store-house, 15 by 65 feet, have been built. At Lock Haven a new smith-shop, 36 by 30 feet; an office and store-room, 30 by 30 feet; a paint and tin shop, 31 by 16 feet, and an oil house, 15 by 16 feet, have been built and a new engine set up. The engine house at North Point has been removed to St. Mary's, and the "Y" taken up. At Driftwood a frame engine house, 21 by 63 feet, and an iron turn-table of Lowthorp's make, have been erected for the Supervisor's engine. The "Y" at this place will be removed. At St. Mary's the old engine house from North Point has been erected as a temporary accommodation for the engines. A temporary engine house, 160 by 30 feet, has been put up at Kane, to hold six engines.

At Kane, a set of shops, built of stone, are being constructed, consisting of a smith-shop, 67 by 72 feet, a machine-shop, 83 by 135 feet, and an engine-house, 300 feet in diameter, stalls for sixteen engines being built at the present time, with turn-table, transfer-table, and the various accompaniments. The foundations of most of the buildings are in, and the masonry of the en-

gine house is ready for the roof. Most of the material is on hand for completing these shops. The difficulty of obtaining material and labor, owing in a great measure to the inaccessibility of the place until the opening of the road, and the unsettled condition of the neighborhood, together with the unprecedented wet weather during the past fall, have seriously retarded the work on these shops; they will be completed during the coming summer.

At Erie, an engine-house, laid out with diameter of 300 feet, and to give present accommodation for twelve engines, a smith-shop, 67 by 114 feet, a machine-shop, 83 by 198 feet, and a turn-table and transfer-table, are being built. They were not commenced until late in the season, but considerable progress has been made with foundation, sewerage, and collecting material. The brick-work of smith-shop is finished, ready for the roof. The foundation of the stack is in, and the buildings will be finished early in the coming season. Every preparation is made for pushing the shop work at Kane and Erie, as soon as spring opens.

COAL, WOOD, AND WATER STATIONS.

A rough wood shed, 21 by 44 feet, has been built at Sunbury, and the present coal platform has been extended to double its former capacity. A new tub has been placed in the Northumberland water station, and the building repaired. Wood sheds, 20 by 60 feet, have been erected at Watsontown, Jersey Shore, and Lock Haven; one, 16 by 40 feet, at Montoursville; one, 14 by 18 feet, at Williamsport. Wood sheds have also been built at Sterling, Marrs, Kane, and Union, and temporary coal platforms at St. Mary's and Kane. Water plugs have been set in engine-house at Williamsport, and near the Fair Ground on the Williamsport lumber track. Reservoirs, 40 feet in diameter and 8 feet deep, have been built, and are now in operation at Sterling, Rathbun, Royston, Otts, Youngsville, Spring Creek, Union, and Belle Valley. One is in progress of erection near Wilcox, and some repairs have been made to a small reservoir

at Warren. Tank houses, 16 by 16 feet, have been erected at Marrs, Ridgway, Seargeant, Lovells, and Garlands. That at the latter place was destroyed by fire, (by an incendiary,) on the night of October 22d, and has since been rebuilt. Some repairs have been made to the tank at Sheffield. Tank houses are in progress of erection at Scott's Landing, Pattonia, and Kinzua. A well was bored at Kane, to a depth of 255 feet, to test the quality of the water, before deciding upon how to supply water to that station. A temporary tank house was erected, and has been supplied by pumping from this well. Wooden pipes have been laid at nearly all the water stations, owing to the present high price of iron pipe, and rough coverings have been put over the reservoirs, to be replaced by permanent houses at some future time.

FUEL.

The consumption of fuel during the year was as follows:—

	Cords of Wood.	Net Tons of Coal.
Eastern Division, - - - -	3,187	8,190
Middle " - - - -	1,516	3,425
Western " - - - -	4,248	2,166
Consumed by Locomotives, -	8,951	13,781
" at Shops, Stations, &c.,	660	837
Total, - - - - - -	9,611	14,618

The stock on hand December 31st, was as follows:

	Cords of Wood.	Net Tons of Coal.
Eastern Division, - - - - -	658	670
Middle " - - - - -	7,400	362
Western " - - - - -	1,479	127
Total, - - - - - - -	9,537	1,159

ROLLING STOCK.

The rolling stock in the regular service of this Department consists of seven locomotives, eight eight-wheeled box or caboose cars, forty-eight eight-wheeled open trucks, six eight-wheeled dump cars, ten four-wheeled dumps, sixty-three hand-cars, and eighty-three hand trucks. There have been lately added, seventy four-wheeled dump cars, four boarding cars and one supply car. One extra engine is now employed on construction work on the Middle Division. Two additional engines were employed for a short time, one hauling materials for track on Middle Division, and one at the Erie Harbor improvements.

PASSENGER AND FREIGHT STATIONS, ETC., ETC.

A temporary freight house, 10 by 20 feet, with platform 350 feet long, has been erected at Northumberland. Arrangements have been made for building a passenger depot, 25 by 51 feet, and a freight depot, 33 by 72 feet, at Northumberland, and a passenger depot, 25 by 51 feet, at Lewisburg; the timber is framed, ready for raising. The station-house at Montgomery has been completed, and a lot at Muncy has been graded for freight grounds. The passenger depot at Williamsport has been extended by a shed, 21 by 196 feet, and the depot enclosed with

a picket fence, to prevent crowding on the platform, and facilitate the proper directing of passengers. The freight station at that place has been repaired, and the office extended. The eating saloon in the passenger station at Lock Haven, has been entirely remodelled, and arranged for dining passengers. A building, 10 by 10 feet, with platforms, has been put up at Eagleton junction for transfer of freight.

Repairs have been made to passenger stations at Lewisburg, Milton, Northumberland, Watsontown, Newberry, and Jersey Shore. Ticket drawers have been made for all the offices on the line, and office fixtures for the various offices on the Eastern Division. The building at Williamsport used by the Division Superintendent and Maintenance of Way Officers, has been thoroughly repaired and painted. A combined passenger and freight station, 25 by 84 feet, is being erected at Westport, one at Driftwood, and the material is ready for one at Keating. A passenger depot, 25 by 51 feet, is being erected at Emporium, and the material is ready for a freight depot, 33 by 72 feet, at the same place. A passenger station, 25 by 51 feet, and a freight depot, 33 by 76 feet, have been completed during the year at each of the following places, viz.: St. Mary's, Ridgway, and Wilcox. All these are frame buildings. A frame building 25 by 40 feet, for offices for the Division Superintendent and resident Engineer, has been erected at Renovo; and an office, 12 by 14 feet, for the Supervisor at St. Mary's. Small telegraph offices have been built at Sterling and Rathbun, and a building for a telegraph and ticket office at Kane. A large brick building is being constructed at Erie by the Cleveland and Erie R. R. Company, for the joint use, as a Union Passenger depot, of the several roads coming into Erie, and will give ample accommodation for the passengers at that place. Though not finished, the ticket office of this Company has been removed from the Lake depot to the Union depot, and the necessary changes have been made in the Lake depot, to devote it entirely to freight business. At the outer depot, Erie, a transfer depot, to be 24 by 800 feet, has been commenced, and the masonry is in progress. Some slight repairs and extensions have been made to

various stations on the line, and several platforms and small buildings put up at way stations, for the accommodation of passengers. A set of track scales has been put in at Erie, and those at Williamsport repaired. Scales have also been purchased for Renovo and Kane, and will be set up in the spring.

LABORERS' TOOL AND WATCH HOUSES.

The whole line of the road was very poorly provided with accommodations for the laboring force. In order to keep a force of men on the track it has been found necessary to erect shanties for temporary use. Some shanties used during the construction of the road have been purchased from the contractors and fitted up. A number of new ones have been built in a cheap manner, but comfortable, with shingle roofs and rough plastered. On the Eastern Division, one 16 by 24 feet, and one 16 by 48 feet, have been built at Chillisquaque, and one 16 by 24 feet at Montoursville. On the Middle Division there have been erected at Renovo, two; Driftwood three; and at each of the following places one, viz: Moccasin Falls, Grove, Sterling, Emporium, Rathbun, Hemlock, and Kane. On the Western Division, at Belle Valley, Columbus, Garlands and Kane, each one; Spring Creek, two; Warren, three; Royston, Kinzua, and Wetmore, four each. Permanent foremen's houses, 19 by 29 feet, with wing 11 by 16 feet, have been erected at Renovo and Westport, and the materials collected for several others.

Tool houses, 16 by 20 feet, for the sub-division foremen, have been built at Renovo and Westport. A carpenter shop, 21 by 32 feet, and a paint shop, 21 by 24 feet, have been built at Williamsport, also small carpenter shops at Renovo and Erie, and smith shops of one fire at Driftwood, St. Mary's, and Erie. Watch houses, 8 by 10 feet, have been supplied at a number of the bridges.

ERIE HARBOR IMPROVEMENTS.

The construction of a pier in Erie Harbor was resumed in September, 1863, at which time there had been built 805 feet

lineal of crib work, forming the west side of pier No. 1. During the past year the work has been going on, though subject to the delays incident to all construction at this time, from difficulty of procuring labor and material. The cribbing of pier No. 1 is now completed to a distance of 1,105 feet from the main track of the P. & E. R. R., and 532 feet of crib work is completed on the west side of pier No. 2. The total length of crib work finished to this time is 2,372 feet lineal, and 600 feet are in progress. The space between the main track and the line of the slips has been filled with material taken from the bluffs along Front street, and the cribs have been sunk and filled to the water line with slate rock from the rock cut near Belle Valley. The space between the cribs of pier No. 1 has been partially filled with sand dredged from the foundation for the extension of the cribs.

A steam saw-mill, capable of sawing timber 60 feet long, has been built at Paddy's Run, to work up the timber on the Company's property at that place. The break in the line of telegraph from Emporium to Sheffield was closed in June last, and the whole line from Sunbury to Erie has been put in good order.

A careful survey of the road, commenced previous to this year, has been completed. Accompanying will be found tabular statement of distances, taken from the notes of this survey.

Very respectfully,

JOHN A. WILSON,

Chief Engineer.

SCHEDULE OF STATIONS ON P. & E. R. R.

Western Division.

100 feet stations from centre of State st., Erie.	NAMES OF PLACES.	Distance in miles from centre of State st., Erie.	Distance in miles from end of road at Sunbury.	Distance between stations.
0.00	Erie, centre of State street	0.00	287.51	0.00
101.57	" Buffalo and Erie R. R. crossing	1.90	285.61	1.90
347.55	Belle Valley, centre of platform	6.58	280.93	4.68
472.00	Langdon's, " "	8 90	278.61	2.32
661.03	Jackson's, " wood bed and tank	12.50	275.01	3.60
972.50	Waterford, " passenger station	18.41	269.10	5.91
1198.16	Le Boeuff, " platform	22.69	264.82	4.28
1381.70	Union, " passenger station	26.16	261.35	3.47
1661.15	Concord, " station house	31.46	256.05	5.30
1770.44	Lovell's, " passenger station	33.53	253.98	2.07
1959.28	Corry, crossing of A. & G. W. R. R.	37 11	250.40	3.58
2058.60	Columbus, centre of passenger station	38 98	248.53	1.87
2323.40	Spring creek, centre of wood shed	44.00	243.51	5.02
2640.30	Garland's, " station house	50 00	237.51	6.00
2836.70	Pittsfield, " platform	53 65	233.86	3.65
3020.95	Youngsville, " station house	57.21	230.30	3.56
3179.00	Irvine, " "	60.20	227.31	2.99
3458.64	Warren, " "	65.50	222.01	5.30
3573 50	Otts, stand pipe	67.78	219.83	2.13
3817.15	Pattonia, switch opening, east end of siding	72.29	215.22	4.61
3971 89	Tionesta, centre of road crossing	75.22	212.29	2.93
4162.00	Sheffield, " station house	78.82	208.69	3.69
4314.74	Roystone, standpipe	81.72	205.79	2.90
4495.95	Kinzua switch opening, west end of siding	85.14	202.37	3.42
4712.30	Wetmore, centre of station house	89.25	198.26	4.11
4964.48	Kane, west end of yard	94.02	193.49	4.77
.....	" passenger station			

Middle Division.

4964.48	Kane, west end of yard	94.02	193.49	0.00
.....	" passenger station (new)			
5232.70	Sargeant, water tank	99.14	188.37	
5338.13	Hoffman's, switch opening west end of Y	101.10	186.41	1.96
5474.30	Wilcox, centre of passenger station	103.68	183.83	2.58
5805.47	Johnsonsburg, switch opening, west end of siding	109 95	177.56	6.27
6242.00	Ridgeway, centre of passenger station	118.22	169 29	8.27
6603.75	Marr's, water station	125.07	162 44	6 85
6771.90	St. Mary's, centre of passenger station	128.25	159.26	3.18
7089.05	Hemlock, east end of bridge	134.26	153.25	6.01
7256 28	Rathburn, standpipe	137.43	150.08	3.17
7413.45	Beechwood, centre sf station house	140.41	147.10	2.98
7601.00	Howard, water tank	143.96	143.55	3.55
7714.50	West Creek, centre of platform	146.11	141.40	2.15
7872.05	Emporium, " passenger station	149.10	138.41	2.99
8183.40	Cameron, " station house	154.99	132.52	5.89
8373.35	Sterling, " platform	158.59	128 92	3.60
8854.18	Driftwood, " station house	167.70	119 81	9.11
9023.80	Sinnemahoning, centre of station house	170.90	116.61	3.20
9155 24	Grove, stand pipe	173.40	114.11	2.50
9387.50	Round Island, centre of station house	177.80	109.71	4.40
9677.80	Keating, " present station house	183.28	104.23	5.48
9798.40	Cook's Run, " platform	185.57	101.94	2.29
9996.60	Westport, " station house	189.33	98.18	3 76
10306.00	Renovo, " new hotel	195.19	92.32	5.86
.....	" east end of yard	195.70	91.81	0.51

SCHEDULE OF STATIONS ON P. & E. R. R.

Eastern Division.

100 feet stations from centre of State st., Erie.	NAMES OF PLACES.	Distance in miles from centre of State st., Erie.	Distance in miles from end of road at Sunbury.	Distance in miles between stations.
10306.00	Renovo, centre of new hotel	195.19	92.32	0.51
10332.60	" east end of yard	195.70	91.81	0.00
10389.01	Paddy's Run, west end of bridge	196.76	90.75	1.06
10476.50	North Point, centre of station house	198.41	89.10	1.65
10654.50	Hyner's, " platform	201.78	85.73	3.37
10822.50	Richie's, " "	204.96	82.55	3.18
10946.00	Whetham, " "	207.30	80.21	2.34
11214.45	Ferney's, stand pipe	212.39	75.12	5.09
11486.32	Farrandsville, centre of platform	217 53	69.98	5.14
11547.24	Queen's Run, switch opening, east end of siding	218.70	68.81	1.17
11569.29	Eagleton Junction, " "	219.11	68.40	0.41
11751.00	Lock Haven, centre of passenger station	222.55	64.96	3.44
11792.55	Bald Eagle Valley R. R. Junction, switch opening	223.33	64.18	0.78
12041.47	Wayne, centre of station house	228.07	59.44	4.74
12178.00	Pine, " platform	230.63	56.88	2.56
12464.80	Jersey Shore, " passenger station	236.07	51.44	5.44
12779.50	Susquehanna, " platform	242.03	45.48	5.96
12857.00	Linden, " "	243.12	44.39	1.09
12989.50	Newberry, " station house	246.00	41.51	2.88
13054.80	Elmira R. R. Junction, switch opening	247.25	40.26	1.25
13084.40	Williamsport, centre of new passenger depot	247.80	39.71	0.55
13119.00	" " present "	248.46	39.05	0.66
13344.59	Montoursville, switch opening, west end of siding	252.74	34.77	4.28
13539.30	Loyal Sock, " " "	256.43	31.08	3.69
13730.00	Muncy, centre of passenger station	260.04	27.47	3.61
13938.50	Montgomery, " station house	263 99	23 52	3.95
14174.20	Dewart, " "	268.45	19.06	4.46
14289.40	Watsontown, " "	270.64	16.87	2.19
14328.75	Port May, " freight house	271.37	16.14	0.73
14518.70	Milton, " passenger station	274 98	12.53	3.61
14540.96	Catawissa R. R. Junction, switch opening	275.39	12.12	0.41
14720.89	Lewisburg, centre of freight station	278.80	8.71	3.41
14810.25	Chillisquaque, centre of platform	280.49	7.02	1.69
15076.66	Lackawanna & Bloomsburg R. R. Junction, switch opening.	285.54	1 97	5.05
15080.30	Northumberland, centle of station house	285.61	1.90	0.07
15180.61	End of Philadelphia and Erie R. R. in Sunbury	287.51	0.00	1.90
15186.42	Sunbury, centre of passenger station on N. C. R. W	287.62	0.11	0.11

Schedule of Water Stations on the Philadelphia and Erie Railroad.

NAMES OF PLACES.	Distance of miles from Erie.	Distance in miles from Sunbury.	Distance between Stations.
Erie, no Water Station	0.00	287 51	0.00
" Outer Depot, Tank House	1.81	285.70	1.81
Belle Valley, Reservoir,	6.75	280.76	4.94
Jackson's, Tank House	12.50	275·01	5.75
Union, Reservoir	26.20	261.31	13.70
Lovells, Tank House	33.55	253.96	7.35
Columbus, "	38.91	248 60	5.36
Spring Creek, Reservoir	43.97	243.54	5.06
Garland's, (one mile east of,) Tank House	51.11	236 40	7.14
Youngsville, Reservoir	57.23	230.28	6.12
Scott's Landing, Tank House	61.20	226.31	3.97
Warren, Reservoir	65.57	221.94	4.37
Otts, "	67.68	219.83	2.11
Pattonia, Tank House	73.43	214.08	5.75
Sheffield, "	78.96	208 55	5.53
Royston, Reservoir	81.72	205.79	2.76
Kinzua, Tank House	84.95	202.56	3.23
Kane, "	94.14	193.37	9.19
Sargeant "	99.14	188.37	5.00
Wilcox, Reservoir	103.22	184.29	4.08
Ridgway, Tank House	118.24	169.27	15.02
Marr's, "	125.07	162.44	6.83
West Creek Summit, Tank House	130.32	157.19	5.25
Rathbun, Reservoir	137.43	150.08	7.11
Howard, Tank House	143.96	143 55	6.53
Fenton's, Tank House	151.27	136.24	7.31
Sterling, Reservoir	158.48	129.03	7.21
Grove, "	173.40	114.11	14.92
Wirtz, "	190.10	97.41	16.70
Renovo, "	195.19	92 32	5.09
Cascade, Tank House,	199.90	87 61	4 71
Ferney's, Reservoir	212.39	75.12	12.49
Lock Haven, Tank House	222.40	65.11	10.01
Bald Eagle, "	225 94	61.57	3 54
Jersey Shore, "	236.10	51.41	10.16
Susquehanna, Reservoir	242.33	45.18	6.23
Williamsport, Stand Pipe, Borough Water Works,	248.46	39.05	6.13
Montoursville, Tank House	252.52	34.99	4.06
Watsontown, Reservoir	270.59	16.92	18.07
Northumberland, Tank House	284.86	2.65	14.27
Sunbury, no Water Station	287.51	0.00	2.65

Length of Sidings on the Philadelphia and Erie Railroad.

	Feet laid previous to 1864.	Feet laid in 1864.	Total feet.
Erie Siding, at Lake	3,076.0	2,135.0	5,211.0
" " Outer Depot	9,769.0	3,458.0	13,227.0
Siding at 6th Mile Post, (Rock Cut)		426.5	426.5
do Belle Valley	2,215.0	87.4	2,302.4
do Langdon's	945 7		945.7
do Jackson's (old)	643.5		643.5
do do (new)		1,602.0	1,602.0
do Waterford	1,567.1		1,567·1
do 20th Mile Post (Loyd's cut,—gravel pit),	967.5		967.5
do Le Boeuff	1,130.5		1,130.5
do Union	3,405.0		3,405.0
do Concord	1,415.5	90.0	1,505.5
do Lovell's (old)	437.2		437.2
do do (new)		618.0	618.0
do Corry	1,994.4	650.9	2,645.3
do do new six-foot gauge		1,000.0	1,000.0
do Columbus	1,364.8		1,364.8
do Spring Creek	723.5		723.5
do Baker's Quarry		976.0	976.0
do Garland	725.2		725.2
do Pittsfield	105.0		105.0
do Youngsville (old)	468.3		468.3
do do (new)		2,132 0	2,132.0
do Irvine (old)	850.3		850.3
do do (new)		950.0	950.0
do Warren	1,903.9	370.0	2,273.9
do do (gravel pit)	597.1		597.1
do Pattonia		926.0	926 0
do Tionesta	509.3		509.3
do Sheffield	1,208.3		1,208.3
do do	2,038.2		2,038.2
do Kinzua	337 5		337.5
do Kane	1,034	2,928.	3,962.
do Quarry east of Kane		820.	820.
do Sargeant	400		400.
do Hoffmann's		1,098.	1,098.
do Wilcox (warehouse)		386.	386.
do do (main)		320.	320.
do Johnsonburg		1,005.	1,005.
do Ridgway		720	720.
do do (warehouse)		342.	342.
do Marr's		1,760.	1,760.
do St. Mary's		2,378	2,378.
do do (warehouse)		888.	888.
do do Y	900		900.
do West Creek Summit		400.	400.
Carried forward	40,731.8	28,466.8	69,198.6

Length of Sidings on the Philadelphia and Erie Railroad—continued.

	Feet laid previous to 1864.	Feet laid in 1864.	Total feet.
Brought forward,....	40,731.8	28,466.8	69,198.6
Siding at Rathbun.....	2,340.		2,340.
do do Y.....	814.		814.
do Beechwood, gravel pit.....	450.		450.
do Howard's.....	2,330		2,330.
do Emporium	1,101.		1,101.
do do Y.....	1,142.	300.	1,442.
do do gravel pit.....	480.		480.
do Cameron...	748.	400.	1,148.
do Sterling.....	2,182.	200.	2,382.
do Driftwood, Y.....	950.		950.
do do	825.	875.	1,700.
do Sinnemahoning.....	672.		672.
do Grove.....	800.	300.	1,100.
do Round Island (warehouse)....	445.		445.
do do do (main).....		900.	900.
do Keating (warehouse).....	414.		414.
do do (main).....		1,450.	1,450.
do Cook's Run Quarry.....		325.	325.
do Westport.....	2,050.		2,050.
do Renovo	523.	6,542.	7,065.
do Paddy's Run.....	270.		270.
do North Point	897.	1,214.	2,111.
do Hyner.....	461.		461.
do Whetham	357.	703.	1,060.
do Ferney.....	1,330.		1,330.
do West of Queen's Run.....		277.	277.
do Queen's Run.....		1,215.	1,215.
do Lock Haven.....	4,827.		4,827.
do Wayne.....	653.		653.
do Pine.....	623.		623.
do Jersey Shore.....	1,419.		1,419.
do Susquehanna	1,146.	1,144.	2,290.
do Newberry.....	625.	332.	957.
do Williamsport (eng. house, &c.)	4,690.		4,690.
do do (framing ground)		1,835.	1,835.
do do (lumber branch)		6,078.	6,078.
do do	6,427.	1,835.	8,262.
do Montoursville.....	2,292.		2,292.
do Loyal Sock.....		2,320.	2,320.
do Muncy.....	3,372.		3,372.
do Montgomery.....	2,643.		2,643.
do Dewart.....	1,360.		1,360.
do Watsontown.....	2,196·	1,568.	3,764.
do Milton.....	2,805.		2,805.
do Lewisburg...	3,386.		3,386.
do Dry Valley.....		650.	650.
Carried forward.....	100,776.8	58,929 8	159,706.6

Length of Sidings on the Philadelphia and Erie Railroad—continued.

	Feet laid previous to 1864.	Feet laid in 1864.	Total feet.
Brought forward,....	100,776.8	58,929.8	159,706.6
Siding at Northumberland (coal wharf)		685.	685.
do do (island).....		390.	390.
do do	2,540.		2,540.
do Sunbury (engine-house).....	1,231.		1,231.
do do	4,861.		4,861.
Total in feet.....	109,408.8	60,004.8	169,413.6
Total in miles.....	20.72	11.36	32.08

Private Sidings.

	Total feet.
At Erie, Finn, and Stearn's.....	702.7
" Corry, Downer Oil Works.....	495 9
" Garland, W. & S Tibballs.....	432.2
" Spring Creek, one mile and a half east of Garcelon.....	272.2
" Pittsfield, L. D. Wetmore.....	996.5
" Irvine, Irvine Oil Branch.....	2,785.4
" Dailey's, one mile and a half east of Irvine.....	500.0
" Otts, Halls.....	604.1
" Tionesta, Joseph Halls.....	671.0
" St. Mary's, Coal Mine Siding.....	1,510.
" Swift's Mill.....	240.
" Fenton's Mill.....	374.
" Lock Haven, M. Lehman & Co.....	277.
" " P. M. Price.....	423.
" Jersey Shore, three-quarters of a mile west of —— McMicken	480.
" Half Mile east of Newberry, H. S. Morse.....	403.
" Williamsport, P. Herdic.....	233.
" " Lumber Branch, Updegraff & Co.....	858.
" " M. Lehman & Co..	448.
" Dewart, A. Pardee.....	644.
" Watsontown, J. P. Armstrong.....	250.
" Port May, "	560.
" Milton, W. B. Kemmerer.....	410.
" " Murray, Dougal & Co.....	220.
" " McCleery & Co.....	552.
" Chillisquaque, Frick, Billmeyer & Co.....	431.
Total feet,.....	15,773.
Total miles.....	2.98

Statement of Bridges on the Philadelphia and Erie Railroad.

KINDS OF BRIDGES.	NO. OF BRIDGES.				LENGTH IN FEET OF BRIDGING.			
	Eastern Div.	Middle Division.	Western Div.	Total.	Eastern Div.	Middle Division.	Western Div.	Total.
Trestle Bridges	7	2	15	24	574.1	528.5	1,069.0	2,171 6
Stringer "	35	31	19	85	800.0	708.7	429.0	1,937.7
Queen post Bridges	2	...	8	10	140 3		490.0	630 3
King " "	...	...	4	4			228.0	228 0
Arched Truss "	7	1	5	13	5,795.9	160 0	847.5	6,803.4
Howe "	4	19	3	26	1,506 7	4,026 4	210.4	5,743.5
Brundage "	...	...	1	1			476 5	476.5
Truss, with arched braces	1	...	...	1	217 4			217.4
Draw Bridge	1	...	...	1	16.0			16.0
Totals	57	53	55	165	9,050.4	5,423.6	3 750.4	18,224.4

Statement of Culverts on Philadelphia and Erie Railroad.

KINDS OF CULVERTS.	NO. OF CULVERTS.			
	Eastern Div.	Middle Division.	Western Div.	Total.
Open Culverts, with stone walls	22	30	72	124
" " of wood	33	...	7	40
Stone Box Culverts, single	74	98	125	297
" " " double	7	6	8	21
" " " triple	1	1	2	4
" " " quadruple	1	...	1	2
Wood " "	...	5	...	5
Arched Culverts, eight feet span	1	...	...	1
" " ten "	...	...	1	1
" " twenty "	2	...	1	3
Totals	141	140	217	498

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